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319 • January 2000

Easyriders

COLLECTORS' EDITION

A New Century Of Ridin' Easy

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TakingItEasy

We know what you read "Takin' It Easy" for. You just can't get enough of our **"Weird Animal Facts."** Well, OK, Bunky, here's your monthly dose: The critter known as the sloth (no, not yer boss) moves so slowly that algae actually grows on its fur. The world's termite population outweighs us humans 10 to 1. Over 10,000 birds a year die from smashing into windows. And of all mammals on the face of the Earth, only the elephant can't jump.

Here's a tidbit you can drop in your next cocktail party conversation when there's an awkward lull. A mortuary in Northern California really knows how to get your business. They'll give a grieving family who chooses them **a free turkey** — they even cook and home-deliver it. But there's just one catch: if you opt for cremation and no service, no-go on the turkey. (You kindly mortician really cares.)

There's a hotel in Sweden called the Ice Hotel that is literally built from **1,000 tons of ice** and 2,000 tons of snow. It's built in December and the entire thing melts in the spring, so book your room before the big thaw.

Did you know that in 17th century England, the word "pants" was considered a dirty word? Hell, the way things are going these days in politically correct America, it'll be a **dirty word** again before you know it. With that in mind, pull down your pants for a free America!

From our "Leg-wettin' Fact" Department: Until the year 1796, there was a state in the United States named **Franklin.** You and I know it today as Tennessee.

The police in New Zealand were called to break up a brawl between **two elderly residents** of a nursing home. By the time they arrived at the scene, the patients (who both had Alzheimer's disease) couldn't remember having had a dispute in the first place. (One of them did say he was feeling "sore.")

This just in from our **"Facts You Didn't Know You Didn't Know"** Files: Rubber bands last longer when they're refrigerated. Peanuts are one of the ingredients found in dynamite. There are 293 different ways to make change for a dollar (go ahead, give it a try). The only real person to be picked for a PEZ head candy dispenser was Betsy Ross. And here's one to try at home: It is impossible to sneeze while your eyes are open (honest!).

Most people think this delicacy is the invention of adventure movie writers who may be mocking other cultures. But in some regions of Southeast Asia, **monkey brains** are truly a delicacy. And what makes them even more appealing is how easy they are to prepare—just scoop 'em out and wolf 'em down. (Now that's good eatin')

As we prepare to enter a whole new century of ridin' easy, we'll finish up this New Year's "Takin' It Easy" by reminding you to **keep your bedroll dry,** your boots on, your back to the wind, your powder dry, your knees in the breeze, your grip wide open, and the rubber side down. Ride hard, buy bonds at your place of work, visualize whirled peas, recycle your pets, and ride safe out there, brothers and sisters. See you on down the trail.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 319 • JANUARY 2000

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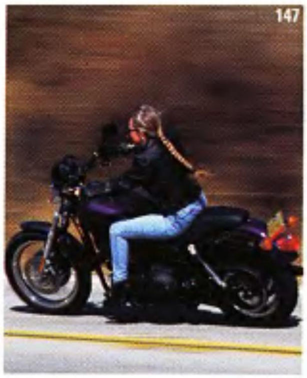

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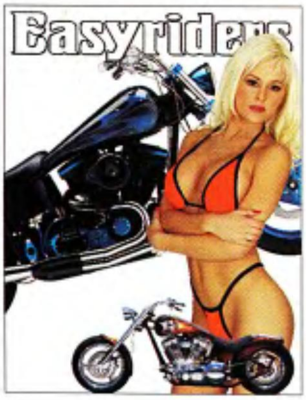

Cover photos: Thomas Ray's black and blue Pro Comp FXR by Pam Proctor, Cuddly Katie and Redskins defensive back Stanley Richard's Big Daddy Drew-built blaster by Raiko Hartman.

The next liver-quiverin' issue goes on sale December 28, 1999. **Printed in the USA.**

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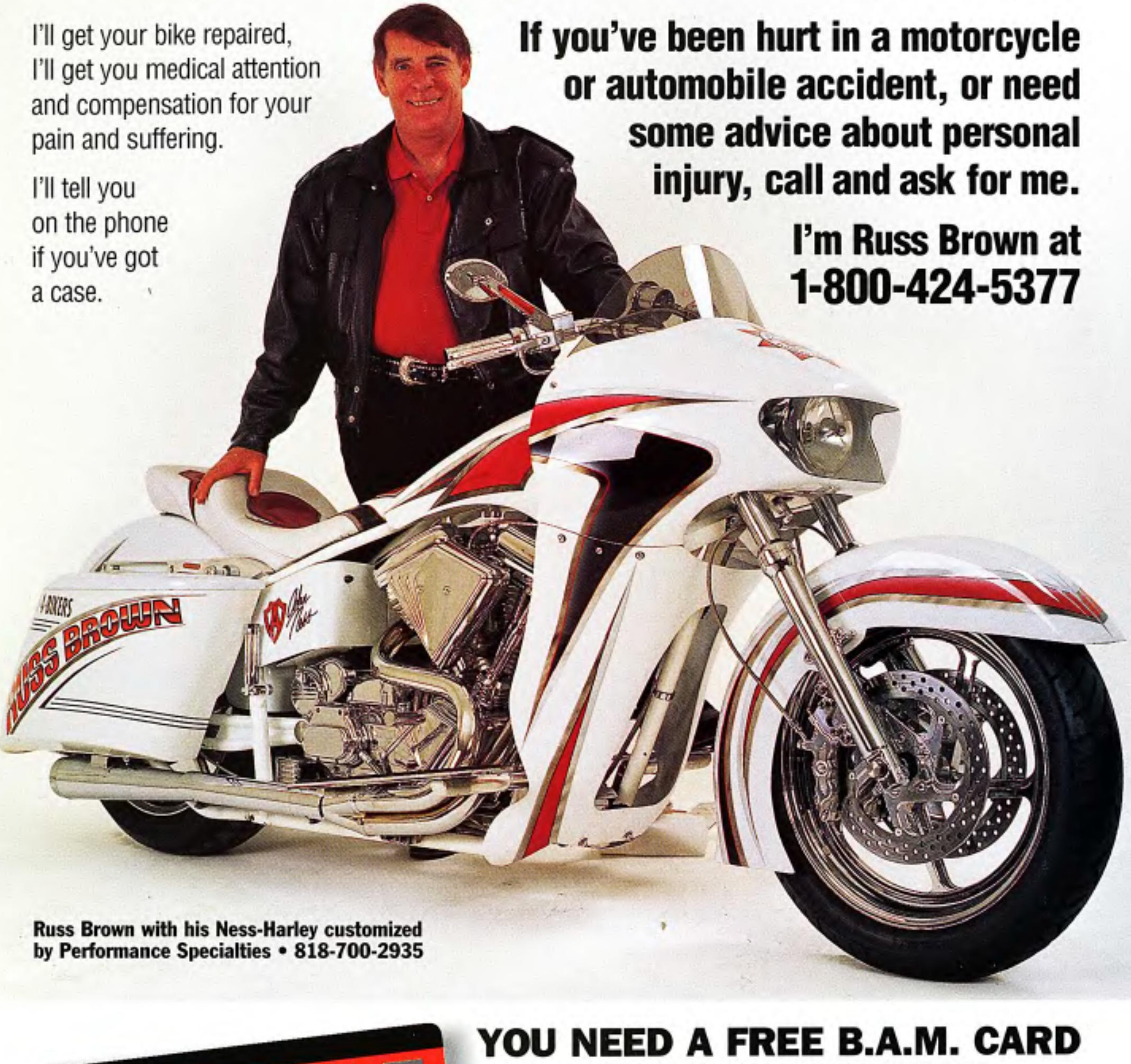

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WordMonger

Parading Without A Permit, Man

While at Sturgis this year I had the pleasure of riding with Peter Fonda and others from Indian Motorcycle to the Peter Fonda Day festivities at the Buffalo Chip Campground. The enclosed picture is of Peter Fonda being stopped by the police for illegal handlebar height. There is no mercy at Sturgis, not even for Captain America. The result? He got a pass. I'm sure it was because at least 100 bikes lined up behind the police car and wouldn't move until Captain America was free. I, on the other hand, wasn't so lucky. I got stopped that night in exactly the same spot, and my bike, Captain America #71, got a citation for the same offense.

With all due respect to Sturgis and South Dakota law enforcement, their efforts this year were overkill. There were so many police units on the three-mile strip between Sturgis and Buffalo Chip, with lights glaring, that they caused a hell of a traffic hazard themselves.

Lucky me, being a conservative 58-year-old, I received only three citations, ranging from improper handlebar height to improperly tinted eyewear.

What a sad case. So many police with so little to effectively do.

Bruce Danielson
Marion, Iowa

Picky, Picky, Picky

I've always enjoyed reading *Easyriders* cover to cover from the early days, and I like the new look.

Got a big chuckle from imaging mistakes in issue #314 [August 1999]. On page 81 of John Schultz's bike feature, the lower shot is missing the sidestand. Page 82 gets real good with the top shot missing the left side rear frame section at the pivot point ahead of the rear tire. Nice touch having the shadows across the floor appear through the hole. Wow! Cool! And page 82, bottom picture with John's left leg and the sidestand missing. Oh, well. Hey, shit happens, right?

Mike Adams
Pinconning, Mich.

Now listen to me, Mike. You've ***got*** *to get out of the house more often.*

H e-e-e-re's Honey

Help! I've put my foot in my mouth and can't get it out. Here's the story. When I started dating Karen, we had one big thing in common: We liked bikes (one point for me). When she asked me if I had a bike, I said yes (another point for me). But then she asked me that dreaded question: "Do you have a Harley?" (There went all my points.) After giving her the old "I want a Harley but can't afford one" bit, I figured she was history. But to make a long story short, she eventually agreed to marry me and said if I really wanted a Harley, she would help me pay for it. So we became the proud owners of a '96 FXDWG Wide Glide, affectionately known as "Honey."

I promised Karen when we got married, we'd take some wedding photos with Honey, and as a wedding gift to her, I'd send one to *Easyriders* and ask you guys to print it. I'd like to keep my promise, and it would make my lady so

happy. Otherwise, I'm gonna have to dish out some serious bucks and buy her a gift. Thanks so much.

Paul Labbe
Arunder, Maine

Hopping Up The 1200S

I'm writing about the piece by J.D. Chandler in the August '99 issue of *V-Twin*: "Harley's 1200 Sportster." Since I happen to be the proud owner of a 1999 version of just that bike, my sentiments are echoed regarding performance, and it seems no one writes anything about hopping up the 1200S because everything on it is different from the standard 1200 (that is, after all, why I paid a premium for that "S" designation), I thought, "Great! Some model-specific advice for my bike from someone I can trust!" (Not that I don't trust my local shops, but they all seem to want to turn my bike into a full-blown dragster while I just want a faster but still streetable commuter bike.)

Anyway, it also seems the local shops, dealers included, haven't a clue as to the part numbers of the items referred to in the article, presumably because they are brand-new. Specifically, the 2000 catalog doesn't seem to list a Screamin' Eagle flatslide carb kit at all for the Sportster. I already have the Screamin' Eagle air cleaner, and the butterfly kit they do list includes one—typical redundancy I hope the new Mikuni kit doesn't repeat. Anyway, I could use a part number for that, if it's handy.

As for the ignition, I'm assuming he was referring to the PN 32737-98, S/E Ignition Module and Coil kit, which is rev-limited to 7,500 even though the article says it shuts down at 7,200.

Brent Yaciw
Tampa, Florida

Can you say "obsessive," Brent?

He's In Love

You've done it again! The September [#315] centerfold has to be the best ever. Did you think flipping the photo of that blue-eyed, blond goddess would get by this dirty old man? No way, dude. The gold rings and little flower tattoo gave it away. Look at page 58. The tattoo is on her left arm (not her right arm), and the gold ring is on the third finger of her left hand (not the right). Hey, man, don't mess up like this again. I gotta know, are Kristy and Donny Loos Mr. and Mrs.? Or is she just a photo shoot model that I would crawl on my hands and knees through miles of broken glass just to smell the tire tracks of the garbage truck that hauls away her trash. I gotta know!

Wow
Avon Park, Florida

Lawdy! Lawdy!

In all the years that I've had my mug stuck in your rag, I've *never* seen such a fine specimen of female flesh as the blonde on page 74 of the "In The Wind" section in the September '99 issue.

Is there any way possible for you to contact her and explain to her just how badly she wants me? This babydoll has thrown me into the third stage of high-speed shimmy, don't ya know! I need this woman!!

Brian Ellis
Forrest City, Ark.

Yeah, right, we'll send her right over.

How Boorish!

Allen Lee was right in the "Wordmonger" column in the October '99 issue (regarding the article on exotic dancers in the May issue). You implied that exotic dancers are harlots, aka whores.

If this is how you feel, admit it! Don't sidestep the question. What are you, a fucking politician?

I think you owe the ladies an apology.

John Neuman
Gore, Oklahoma

Yes, the term harlot can mean a prostitute or whore. It can also mean a person with time on their hands. It can also mean a young rogue. Originally, the word came from the phrase "of herlot," meaning of obscure origin. Certainly many exotic dancers appear to be of obscure origin. At any rate, we don't really give a shit if you think we should apologize or not. Get a friggin' life, or at the very least, go ride your motorcycle, man.

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THOMAS RAY'S FXR PRO COMP BRUISER

A dark blur raced the streets of Chicago, darting through traffic, blasting by parked cars, on a motorized mission. Thomas Ray of Zion, Illinois pulled his black and blue creation into the convention center, and all eyes turned his way. In an auditorium packed with custom bike fiends at the Chi-town Easyriders Bike Show, his blunt brute of a bike stood out like a snarlin' pit bull amid primping poodles. Thomas smiled big. The bike was having the effect he intended.

blackandblue

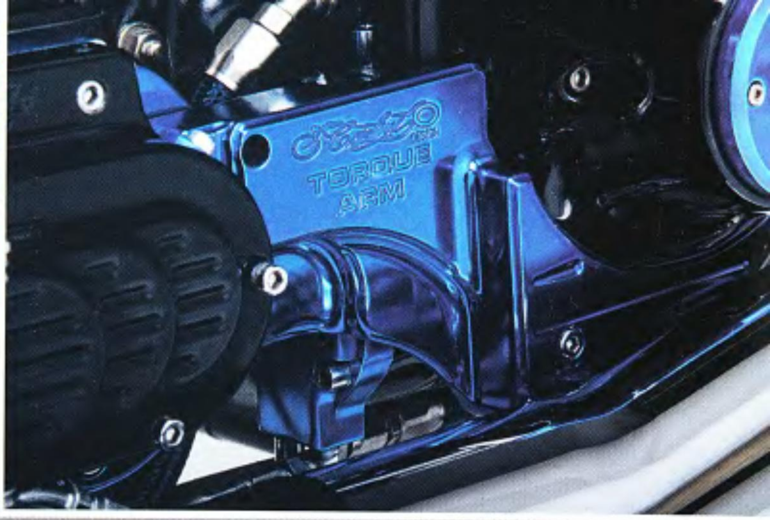
Easyriders

From the beginning of this project, two years in the making, Thomas wanted a no-nonsense street machine that could hold its own in the world of high horsepower. Beginning with a Tripoli Pro Comp frame and a 96-cubic-inch S&S motor assembled by Kirby at Best Cycle, the brooding beast you're lookin' at began to take its street fighter form. The bros at Best Cycle designed and fashioned the no-nonsense tank and fenders, hand fabricating everything from the aircraft-style oil system and oil bag to the stealth-like primary cover. Other road-worthy racing components include the Ceriani front end, Performance Machine brakes, and Progressive Suspension shocks.

The final signature for this potent prowler would be its phantasmic flamed paint scheme. The black and blue lacquer was applied by the talented hands of Mike Ninol. Chrome seemed out of place for such a no-nonsense beast, so Thomas went to J&J Powdercoating to apply a lasting cloak of pure menace to the bike. The final finished scoot took Second Best of Show at the Easyriders Bike Show in Chicago.

Take a good long look at this rowdy road warrior because it's the only time you'll ever see it sitting still.

—Carl Hungus


TORQUE
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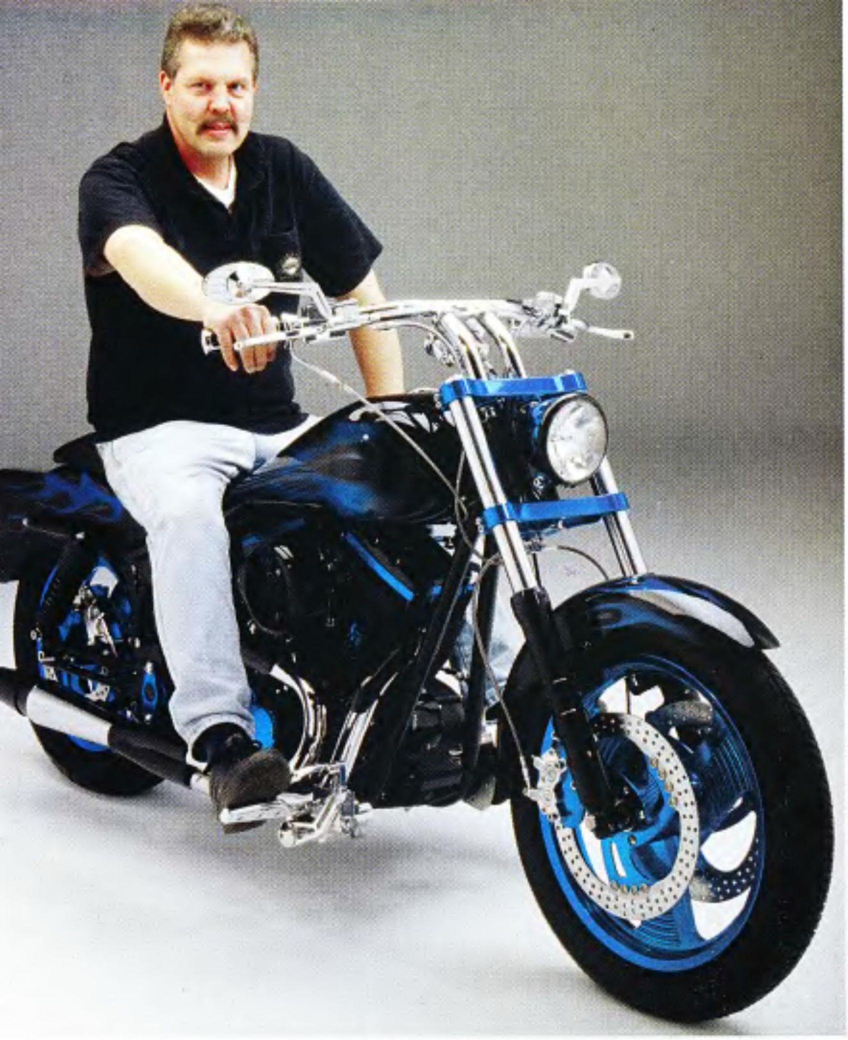


Owner: Thomas Ray
City: Zion, Illinois

General
Fabrication: Best Cycle
Year/make: 1998 Special Construction
Model: FXR Pro Comp
Assembly: Best Cycle
Powdercoating: J&J Powdercoating

Engine
Year/model: 1996 S&S
Rebuilder: Kirby
Ignition: Crane single-fire
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Carb: S&S "G"
Pipes: Thunderheader
Modifications: balancing by Kirby, JIMS lifters, S&S air cleaner

Transmission
Year: 1996
Modifications: Andrews gears

Paint
Molding: Mike Ninol
Painter: Mike Ninol
Color/type: black, blue/lacquer
Special paint: flames

Frame
Year: 1994
Type: Pro Comp
Builder: Tripoli
Shocks: Progressive Suspension
Modifications: 32-degree rake, 2-inch stretch

Accessories
Bars: Carlini
Handlebar controls: JayBrake
Fenders: custom
Headlight: Paughco
Taillight: custom
Speedo: Ness
Pegs: Performance Machine (front), KüryAkyn (rear)
Foot controls: Performance Machine
Electrics: Best Cycle
Gas tank: custom
Oil tank: custom
Oil system: Best Cycle
Primary cover: custom
Seat: custom
Mirrors: Pro-One
Grips: Custom Chrome, Inc.

Forks
Type: wide glide
Builder: Ceriani
Modifications: billet triple trees

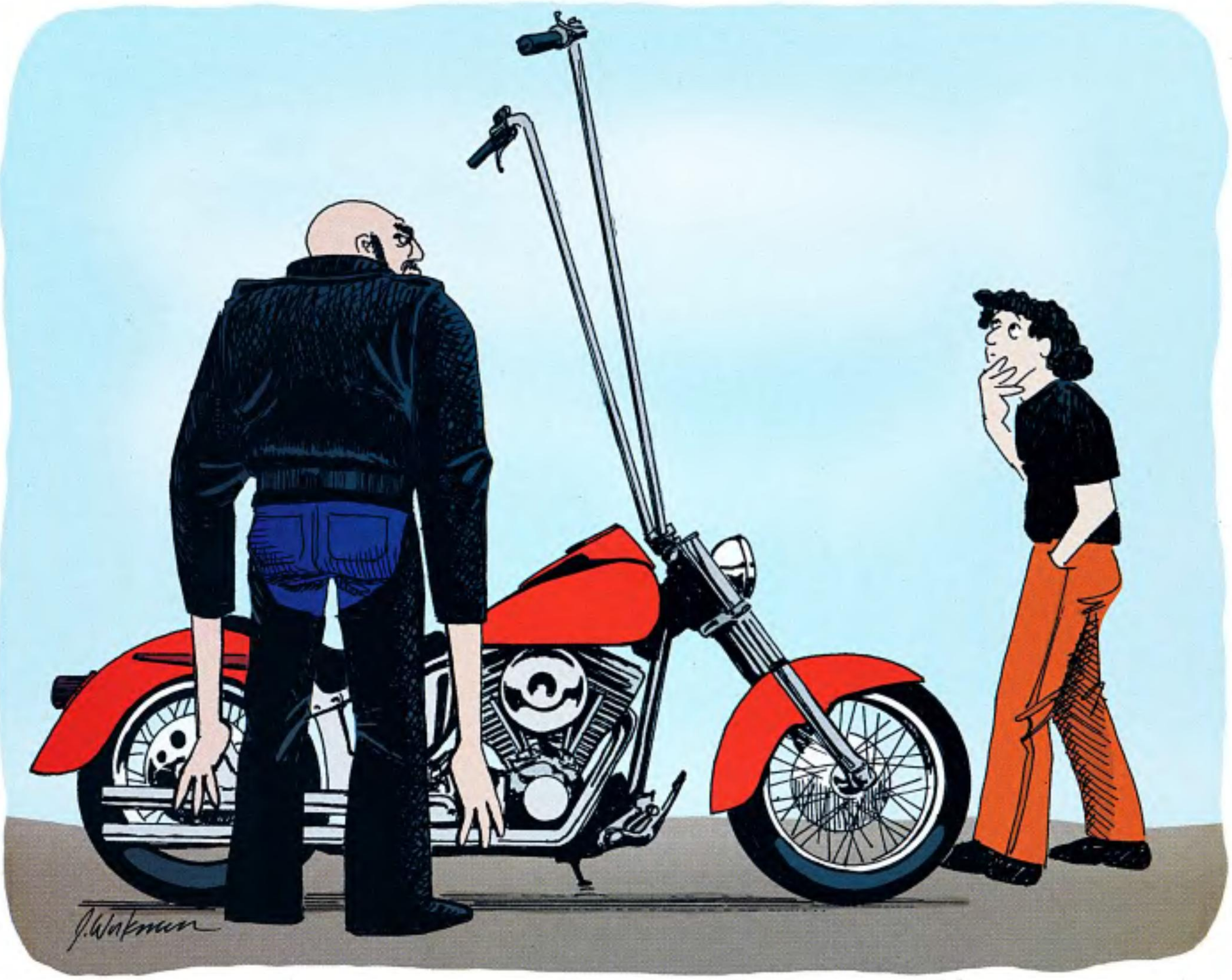
Wheels

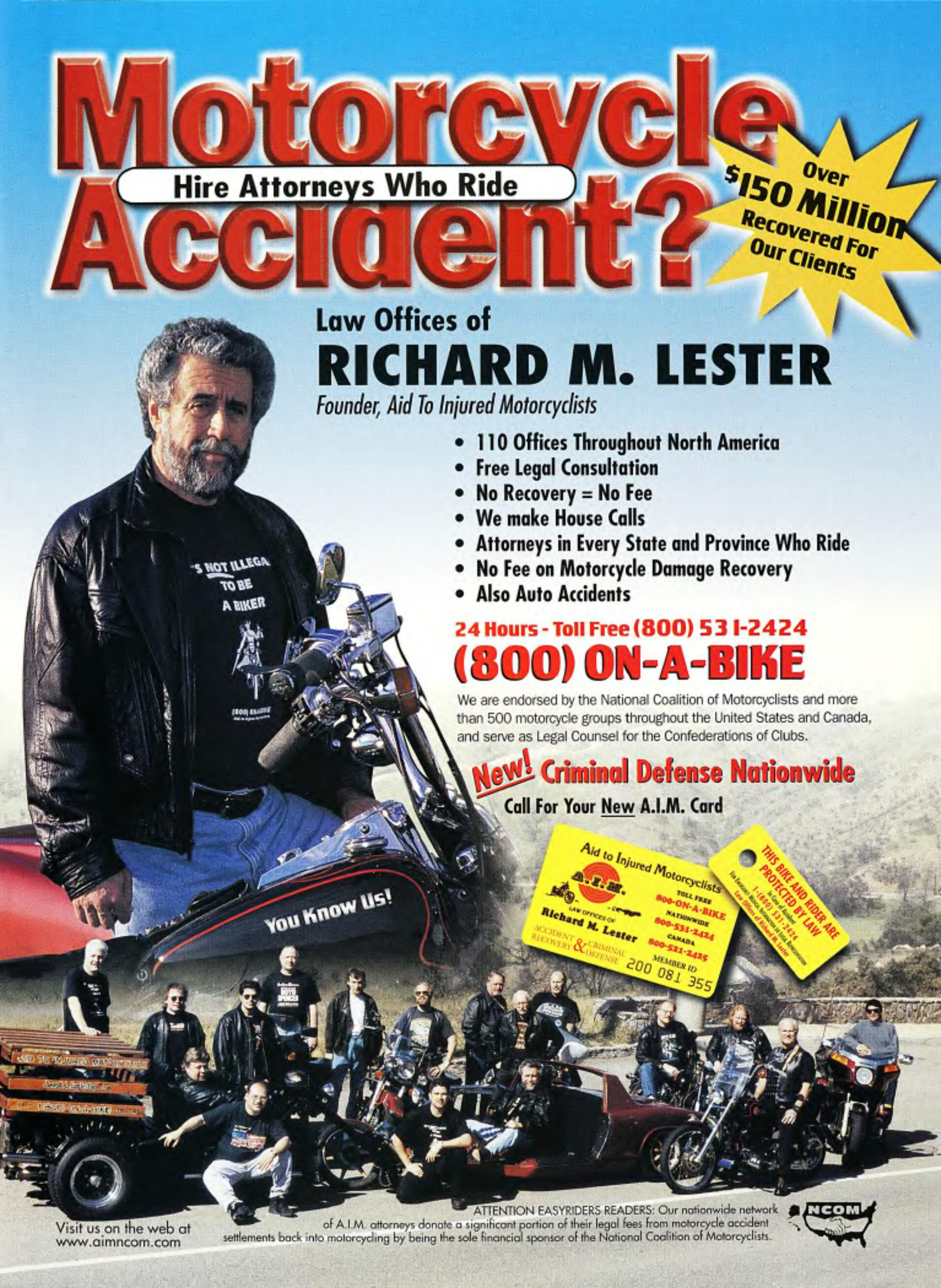
Front
Type: Sturgis
Size: 19-inch
Tire: Metzeler
Brake: Performance Machine

Rear
Type: Sturgis
Size: 19-inch
Tire: Metzeler
Brake: Performance Machine

Photos: Pam Proctor

2ND BEST OF SHOW: SPECTATOR CLASS
Easyriders Bike Show Tour Chicago, Nov. 7, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 2000.

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What's Up Bub?

Potato-potato-potato-potato ... ahh, the sound of a Harley at idle. Well now you can sound and look damned good and get a little extra power at the same time, thanks to this new 2-into-1 exhaust system for Dyna Glides from yer pals at Bub Ent. The system fits the new Twin Cam motor as well as Evos and looks ultra clean. Bub eliminated the traditional collector and replaced it with a miter cut header for better flow and a cleaner look. This allows the heat shields to go clear to the muffler, eliminating any visible bluing of the pipes. Available in both standard and slash cut designs. Call (530) 477-7490 or check 'em out online at: www.bubent.com.

Loud Suits Save Lives

Sheesh. If you wanna be seen then these H-Viz Yellow riding suits and jackets by Aerostich oughtta do the trick. Made for the needs of urban dwellers and bad-weather commuters, the extremely bright garments certainly jump out at you (mostly because there is nothing in the natural world that's this color). Developed for use in municipal safety applications, it was discovered that fire trucks painted this color were 300 percent less likely to be involved in accidents. Honest. Available through Aerostich by calling (800) 222-1994 or visit their Web site at: www.aerostich.com.

Color Him Lucky

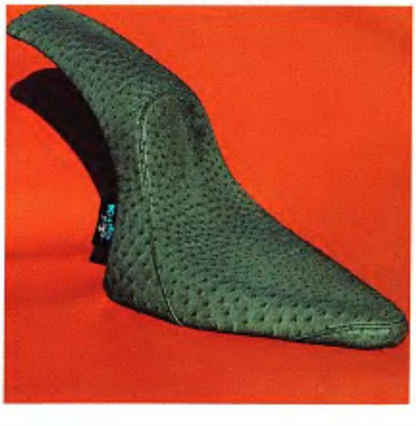
The King of the Daredevils speaks out on life, love, and takes the ultimate white knuckle ride in this revealing book by GraF/X Publishing. This candid profile of the Evel one features more than 250 rare photos and is written exactly the way Evel wanted it—octane-fueled and no-holds-barred. It's a fun read full of personal accounts and unique points of view from Evel himself. *Evel Ways—A Daring Approach to Life* is available at book stores everywhere, or call GraF/X at: (800) 521-8381.

A Shocking Development

No, it's not a dildo ... it's the Smooth Ride, the latest billet air shock from B&T Manufacturing. This thingy looks pretty smooth, too, and features the same exclusive internal dual spring and damping system as other B&T shocks. The main shock body is CNC-machined from 6061-T6 billet and then chromed to show quality perfection ... yummy! Smooth Ride shocks are air adjustable for different loads and riding conditions. Call B&T at (520) 505-2501 or visit them online at www.btmfg.com.

Fancy Butt Cushions

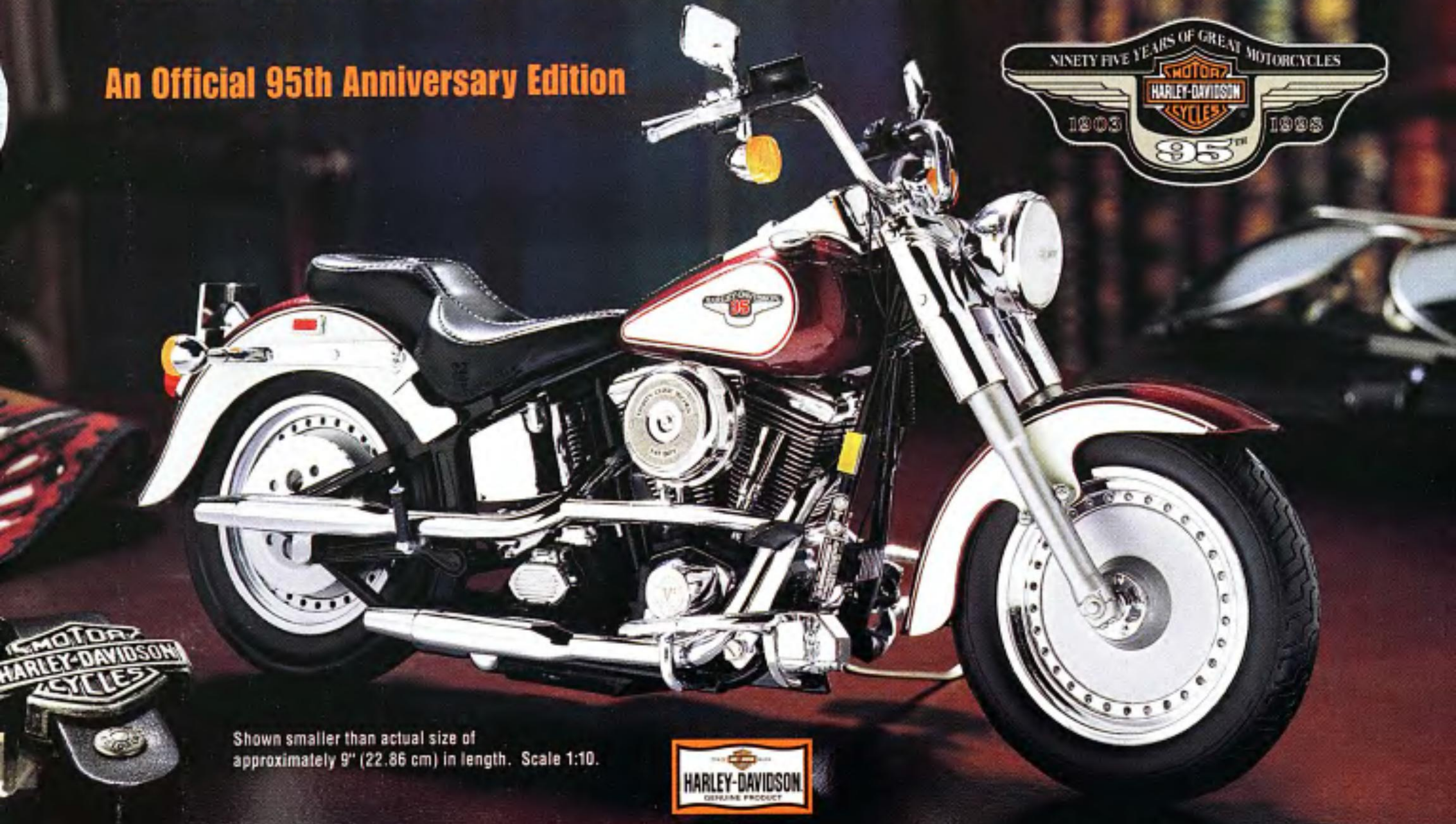
Take a gander at this cush and custom hand-crafted seat from Keith's Custom Leather Seats of Oakland Park, Florida. Made from endangered species such as Yak and Snow Seal nipples ... hey, I'm kidding, OK? Actually Keith does use exotic skins such as ostrich and stingray on his neat seats and he can create just about anything you can come up with for a truly one-off custom butt pad. Give the folks at Keith's a call at (954) 563-8633.



FRANKLIN MINT PRECISION MODELS IN ASSOCIATION WITH HARLEY-DAVIDSON PRESENTS

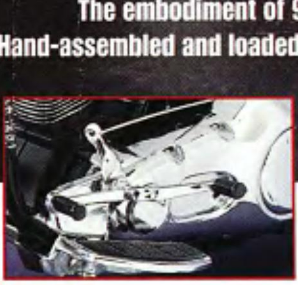
THE 1998 HARLEY-DAVIDSON® FAT BOY®

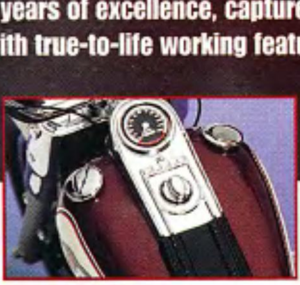
An Official 95th Anniversary Edition

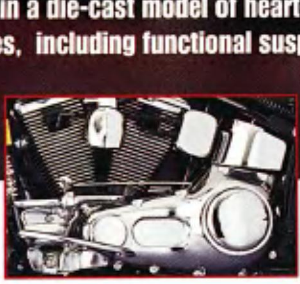


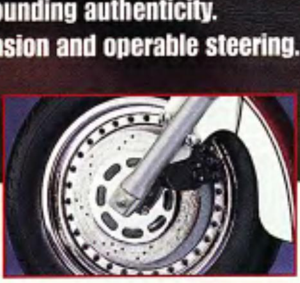
Shown smaller than actual size of approximately 9" (22.86 cm) in length. Scale 1:10.

The embodiment of 95 years of excellence, captured in a die-cast model of heart-pounding authenticity. Hand-assembled and loaded with true-to-life working features, including functional suspension and operable steering.









Meet the Fat Boy.® Issued to commemorate the 95th Anniversary of Harley-Davidson.® Captured to perfection in this awesome die-cast re-creation from Franklin Mint Precision Models. Assembled by hand from more than 100 separate parts, and matching every righteous feature of the real thing. The solid disc wheels, horseshoe oil tank, fully skirted fender, shotgun exhaust pipes, FLH™-style handlebar and the intricately detailed re-creation of the awesome 80 ci Evolution® V-Twin® engine. Working features include operable FLH™-style handlebar, road wheels that roll, brake and gear shift pedals that pivot, a kickstand that lowers, and fully functional suspension. Hand-painted, richly accented in chrome-plate and sent to you complete with Official 95th Anniversary Helmet. Make this a birthday bash you'll never forget. Just $135, payable in convenient monthly installments.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please mail by January 31, 2000.

Please enter my order for *An Official 95th Anniversary Edition of The 1998 Harley-Davidson® Fat Boy.®*

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27.* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.*

SIGNATURE ____________________
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MOTOR HARLEY-DAVIDSON CYCLES ®

MR/MRS/MISS ____________________
PLEASE PRINT CLEARLY

ADDRESS ____________________ APT. # ______

CITY/STATE ____________________ ZIP ______

TELEPHONE # (______) ____________________

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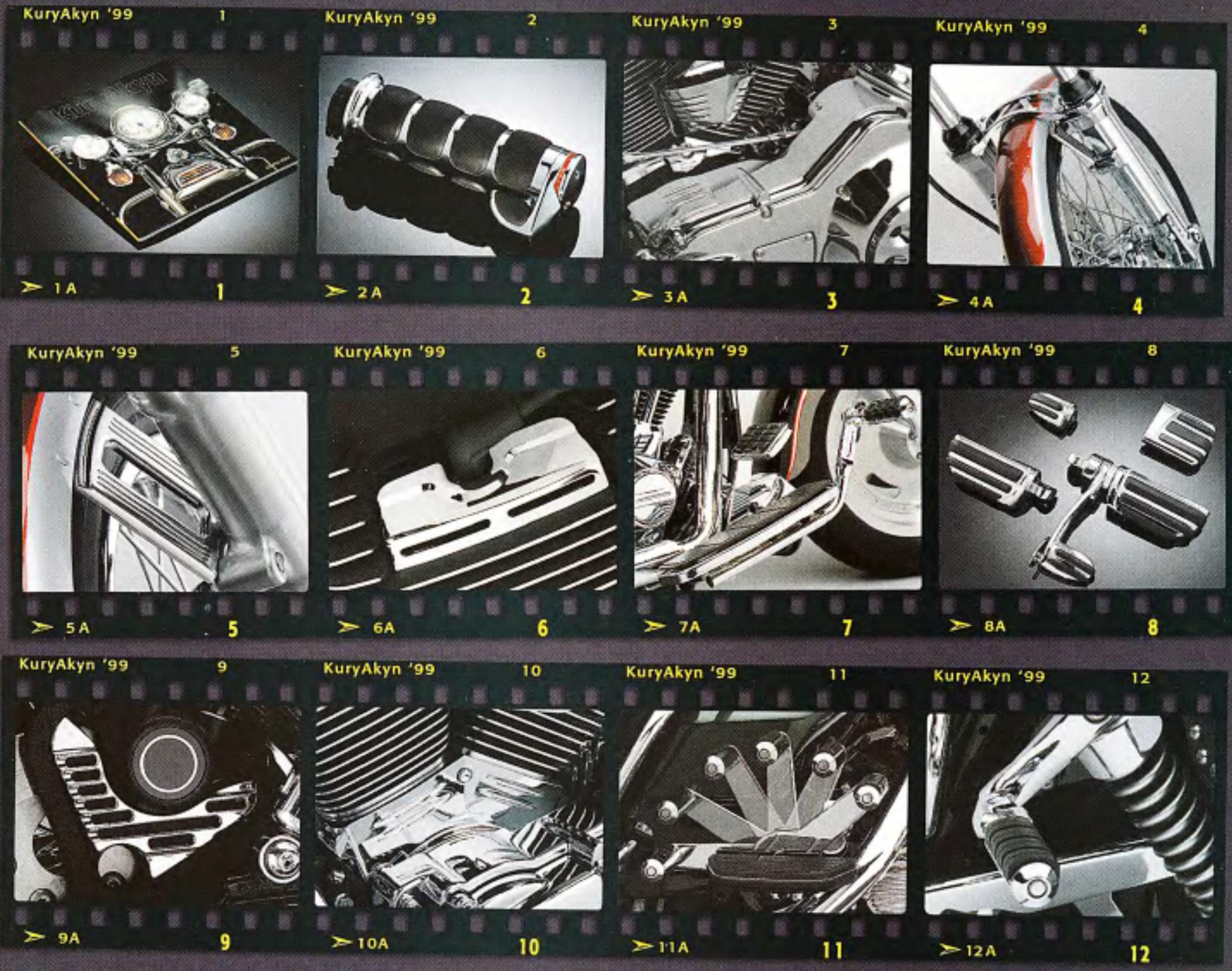
21367-28-001

Franklin Mint Precision Models.® The Collector's Choice in Die-Cast.



1 **KuryAkyn 1999 Catalog for Harley-Davidsons®** 80 pages of tantalizing goods for your Harley, including lots of new items for the "Twin Cam". $5.00

2 **ISO®-Grips with Throttle Boss** Supreme Comfort! These custom grips utilize soft, vibration absorbing ISO-pads. The Throttle Boss helps reduce muscle fatigue. Colored trim rings compliment any paint scheme.

3 **Deluxe Die-Cast Chrome Inner Primary Covers for Softails, Dynas and Dressers** Add the rich look of a chromed inner primary for a fraction of the cost of plating the OEM cover - with no down time!

4 **Fork Skins** The seductive gleam of chrome fork sliders in minutes! For 39mm and unshrouded 41mm front ends.

5 **Brace Face** This tasty chrome accent installs easily on 21" Wide Glide front fender supports.

6 **Scorpion™ for Twin Cam™** The new spark plug and head bolt covers add a classy touch to the Twin Cam Engine. Snug fitting set screws allow for easy spark plug access.

7 **Floorboard Cruise Bars** Nearly invisible mounting and super comfort. For FLT's and floorboard equipped softails!

8 **"Pilot" Footpegs** The ultimate in style and good looks, check out these new adjustable heel rests.

9 **Bracket Jacket** Chrome accent applies easily to Dyna Rear Brake Calipers.

10 **Cylinder Base Cover for Twin Cam** A real "looker". Easily installed. This hot chrome accent will really show off your new Twin Cam mill!

11 **Retractable Passenger Footpegs** Your passenger never had it so good! These hot looking chrome floorboards feature retractable passenger cruise pegs!

12 **Upper Shock Mount for Dyna Glide** Now all of your Dyna passengers can have an alternative to the stock passenger peg location. Our specially designed, indexing offset installs in minutes and puts the peg right were you need it.

KüryAkyn® USA

Phone 715.247.5008
Fax 715.247.5007

View catalogs online...www.kuryakyn.com

Screamin' Chili Peppers

A Tank Tuff Hot & Spicy Hardtail

Hey, man, you want a burrito? Maybe with beans and cheese and pollo and tomato and onion? Maybe you want some chilies with that and a whole ton of guacamole to wash it all down? *Burp!!*

One look at this avocado blur of a hardtail with its hot chili graphics made the *Easyriders* crew hungry for Mexican chow and a brew. Unfortunately, we were in Columbus, Ohio, and it was snowing outside. Still, Tank and his hot and spicy chop job warmed us right up. "Hey, man," Tank yelled from his lawn chair. "Put my bike in your magazine!"

We tried to ignore the mountain-sized bike builder at first, our eyes glassy from scouring the Convention Center in search of bikes to shoot for these pristine pages. In the sea of Easter egg customs, this bike stood out like a raging ass pimple. "Hey, man," Tank screamed again. "Put my damned bike in your rag!" I stopped and gave the bike a longer look. Sheesh, that paint! It looked like a guacamole truck exploded all over it. Then I looked a little closer; Tank had gone to great trouble to personally paint some pretty wild details on this putt. The 96-cubic-inch Roger Plesotis-built S&S motor meant business sure enough and Tank had built this fiery fiesta from the ground up just for the Easyriders Bike Show.

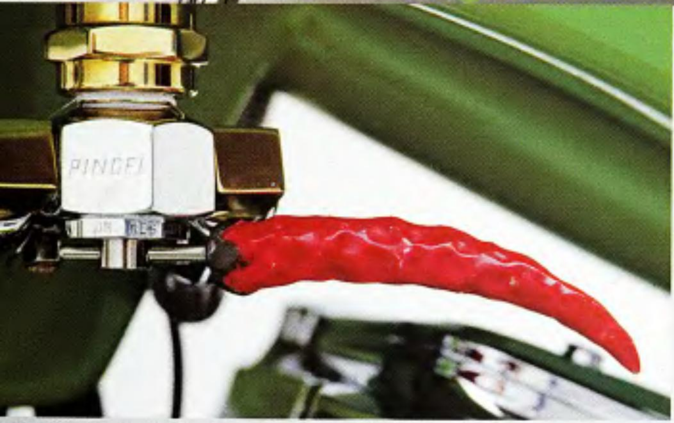
Tank told us that the inspiration for this scoot was his girlfriend's obsession with hot chili peppers and slippin' around between the sheets. Being that Tank hides out at Tuff Cycles in Aurora, Ohio, he wrenched this nasty nacho up in just 90 days. Tank's reputation for creating hellacious ground-pounders precedes him and a crowd was gathering around the bike, the sound of Mariachi bands echoing somewhere in our throbbing brain-pans.

The bike show judges looked the bike up and down a second and then a third time. "Hey, man!" Tank hollered, getting horse. "Put my bike in your magazine!" Good God, Tank, that color, man. That God-awful color! Didn't you ever hear that green is a bad luck color for motorcycles? A detailed look at the long, lean, and clean Gambler frame with its 40-degree rake and six inches of stretch made me hungrier than ever, and the Tank-built fenders reminded me of pipin' hot taquitos smothered in melted cheese and covered with sour cream.

Then ace *Easyriders* photographer, Michael Lichter walked over to the bike and his stomach rumbled. "Geez, I'm starving. Let's go for Mexican food." The rest is history.

—Phantom Dave

HARD



Owner:	Tank
City:	Aurora, Ohio

General

Fabrication:	Tuff Cycles
Year/make:	1999 Special Construction
Model:	Chopper
Assembly:	Roger/owner
Chroming:	Portage Plating

Engine

Year/model:	1999 S&S
Rebuilder:	Roger Plesotis
Ignition:	Crane
Displacement:	96 cubic inches
Lower end:	S&S
Pistons:	S&S, 12.5:1
Cases:	S&S
Heads:	S&S
Cam:	Andrews 79
Carb(s):	Weber
Pipes:	Tuff Cycle
Modifications:	S&S lifters, Weber air cleaner

Transmission

Year:	1999 Delkron
Modifications:	JIMS gears, Karata belt

Paint

Molding:	Tank/Biggie Frys
Painter:	Tank
Color/type:	guacamole green/Glasuirt
Special paint:	hot and spicy

Frame

Year/type:	1999 hard one
Builder:	Gambler
Modifications:	40-degree rake, 6-inch stretch

Accessories

Bars:	Ness
Handlebar controls:	JayBrake
Fenders:	Tuff Cycles
Headlight:	bright
Taillight:	Tuff Cycles
Dash:	Tuff Cycles
Pegs:	Ness
Foot controls:	Ness
Electrics:	Roger Plesotis
Gas tank:	H-D/Tuff Cycles
Oil tank:	Pro-One/Tuff Cycles
Oil system:	S&S
Seat:	Big Keith
Mirrors:	Beyond Bolt On
Grips:	Ness

Forks

Type:	39mm
Builder:	H-D/Ness
Modifications:	6 over, Ness trees

Wheels

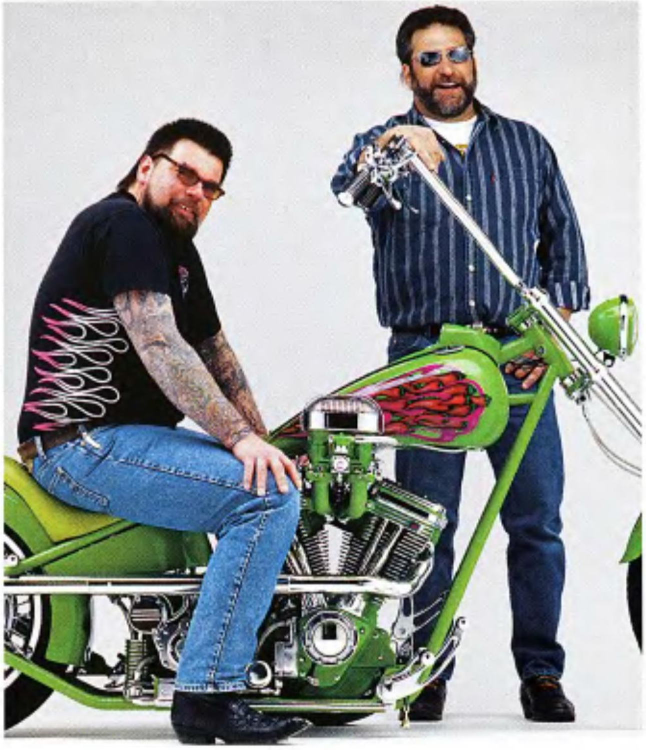
Front

Type:	Ness spoked
Size:	21-inch
Tire:	Metzeler
Brake:	Ness

Rear

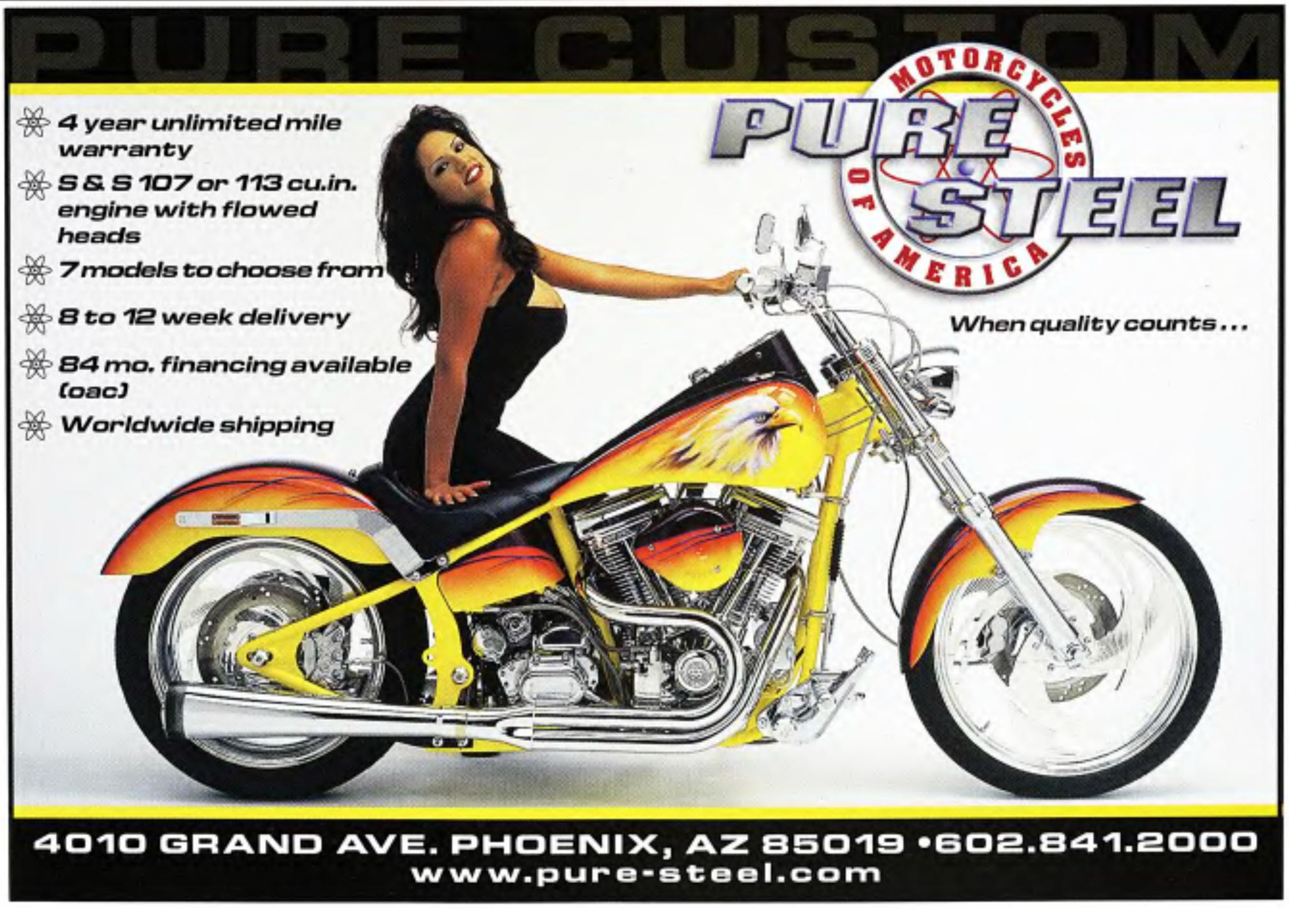
Type:	Ness spoked
Size:	17-inch
Tire:	Metzeler
Brake:	Ness

Photos: Michael Lichter



Whaddaya call eight straight days of oral sex?
Hanukkah Lewinsky.

Newkirk
Upstate



Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

MMA Toys For Tots Run
Date: Dec. 4
Place: Page
Info: (520) 645-3294

River Riders MC
Toys For Tots Run
Date: Dec. 6
Place: Lake Havasu City
Info: Foto Joe (520) 453-3686, Alley (520) 453-1640

Sun Riders MC Toy Run
Date: Dec. 12
Place: Tucson
Info: (520) 574-3024, www.sunriders.com

Hells Angels MC Toy Run
Date: Dec. 19
Place: Tempe
Info: (602) 967-7948

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Toys For Tots Parade
Date: Dec. 4
Place: Little Rock
Info: (501) 562-6336

Toys For Tots Run
Date: Dec. 5
Place: Fayetteville
Info: (501) 751-0435

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Toy Run
Date: Dec. 5
Place: Pomona
Info: (909) 985-4095

Local #12 Toy Run
Date: Dec. 11
Place: Petaluma
Info: Steve (707) 763-9251, Ed (707) 778-1230

MMA/Salvation Army
Toys for Tots Toy Run
Date: Dec. 11
Place: Sacramento
Info: (916) 442-4727

Locals 2, 3, 23, 42 Toy Run
Date: Dec. 12
Place: Ventura
Info: (805) 494-3287

Local 1 Skid Row
LA Toy Ride
Date: Dec. 11
Place: Glendale H-D
Info: Peter (800) 866-6601

Tijuana Toy Run/South Coast H-D and Solo Angels
Date: Dec. 19
Place: Chula Vista
Info: (619) 420-7000

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Warlocks MC Toy Run
Date: Dec. 4
Place: Cocoa
Info: Ed (407) 254-8792

Suncoast Toys For Tots
Date: Dec. 5
Place: Pinellas
Info: Louie (727) 532-6772

Brevard Co. Toy Run for the Shriners
Date: Dec. 5
Info: saint1@digital.net

Toys In The Sun Run
Date: Dec. 5
Place: Ft. Lauderdale
Info: (954) 316-9545

Lightning Chapter
Toy Run
Date: Dec. 12
Place: Orlando
Info: (407) 282-5883

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 5 Salvation Army
Toy Run
Date: Dec. 4
Info: Bill (770) 922-5132

Dist. 10 Toy Run
Date: Dec. 4
Info: (912) 374-6256

Dist. 11/Wingman MC
Toy Run
Date: Dec. 4
Place: Savannah
Info: Junkyard Jackson (912) 354-4806

Macon H.O.G. Toy Run
Date: Dec. 4
Info: (912) 923-8750

Dist. 8 Toy Run
Date: Dec. 11
Info: (912) 374-6256

Dist. 15 Toy Run
Date: Dec. 11
Info: Chris (912) 638-4665

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 2 Toys For Tots Run
Date: Dec. 4
Info: (219) 759-5193

Reg. 13 Toys For Tots Run
Date: Dec. 4
Info: (812) 886-6943

Reg. 1 Toys For Tots Run
Date: Dec. 5
Info: (219) 223-8883

Reg. 4 Toy Run
Date: Dec. 5
Info: (765) 448-2765

Reg. 8 Toy Run Party
Date: Dec. 5
Info: (812) 424-7014

Reg. 2 Toys For Tots
Date: Dec. 11
Info: (219) 759-5193

Reg. 1 Toys For Tots Run
Date: Dec. 18
Info: (219) 223-8883

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 15 Toy Run/
Chili Feed
Date: Dec. 4
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

KMA/KBA No. District
Christmas Party
Date: Dec. 3
Place: Elsmere
Info: (606) 261-9244

KMA/KBA No. District
Kid's Home Toy Run
Date: Dec. 4
Place: Covington
Info: (606) 261-9244

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Cajun Chapter
Toys for Tots Run
Place: Lafayette
Date: Dec. 4
Info: (800) 393-5966

River Parishes Toy Run
Place: LaPlace
Date: Dec. 4
Info: (504) 758-9825

Magnolia School Toy Run
Date: Dec. 12
Place: New Orleans
Info: (800) 431-7231

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Springfield Donation
Run/Christmas Party
Date: Dec. 11
Info: (410) 263-9185
www.abate-of maryland.org; mdabate@erols.com

St. Mary's County
Chapter Christmas Party
Date: Dec. 11
Info: (410) 263-9185, www.abate-of-maryland. mdabate@erols.com

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Brookhaven Toy Run
Date: Dec. 4
Info: (601) 542-5531

Central Toy Run
Date: Dec. 5
Info: (601) 372-6118

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Local 26
Christmas Party
Date: Dec. 6
Place: Marysville
Info: Rose (573) 474-0983; PkMe@aol.com

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

Elko Chap. Christmas
For Kids Toy Run
Date: Dec. 4
Info: (775) 753-8825

NW Chapter Toy Run
Date: Dec. 4
Info: (775) 623-2160

Reno Toy Run
Date: Dec. 12
Info: (775) 677-7223

Valmy Chapter Toy Run
Date: Dec. 12
Info: (775) 635-3411

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Org.
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

CBA/ABATE Charlotte
Toys For Tots Ride
Date: Dec. 5
Info: Terry (704) 889-4389; Fred (704) 391-9114; Larry (704) 583-0418

CBA/ABATE Randolph
County Toy Run
Date: Dec. 5
Place: Asheboro
Info: (336) 861-0109

Union Co. Toys For Tots
Date: Dec. 12
Place: Iron Horse, Monroe
Info: (704) 233-1624

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Reg. 9 Toy Run
Date: Nov. 6
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Tulsa Toy Run
Date: Dec. 12
Info: (918) 266-3604

Central Okla. Toy Run
Date: Dec. 12
Info: (405) 329-7254

OREGON
ABATE of Oregon
Info: (503) 285-4329

NE, SE, Columbia River
Chap. Shriner's Toy Run
Date: Dec. 4
Info: (503) 254-3259

Salem Toy Run
Date: Dec. 12
Info: Jim (503) 743-4121

South Coast Toy Run
Date: Dec. 19
Info: Bud (541) 267-2523

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Toy Run/Party
Date: Dec. 4
Place: Pierre
Info: (605) 256-0265

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

CMT/ABATE
Cookeville Toy Run
Date: Dec. 11
Info: (615) 907-0304

TEXAS
ABATE Confederation
Info: bdep.hypermart.net.biker.htm

TMRA II
Info: (512) 459-6777

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the
Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Tacoma Chapter Toy Run
Date: Dec. 11
Info: Astro (253) 531-2909

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyo. Association of
Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition
of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists
Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders
Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

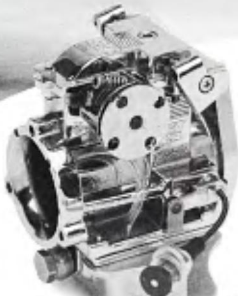
National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
B.C. Coalition of
Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

Performance for Your Harley...



QwikSilver Carbs

The new and improved QwikSilver carburetors are getting incredible reviews from riders all over the country. One customer wrote, **"It's a new bike. Instant cold starts, power throughout the range and the acceleration in second can slide the seat right out from under me."** Improvements are a result of our commitment to better quality control and new manufacturing techniques. QwikSilver carbs are available for Shovelheads, Evo Big Twin, Evo Sportster and now for Twin Cam bikes.

Dual-quench combustion chamber for ultra-efficient combustion

Aluminum Cylinder Heads

The unique performance features of Edelbrock heads deliver **awesome performance across the entire rpm range...** from off-idle to wide-open throttle. Edelbrock's patented combustion chamber is more efficient for **outstanding power and mileage**. The rectangular intake port and the "D" shaped exhaust port provides increased flow. Edelbrock/Chapman Performer RPM CNC-ported heads for 4" bore engines are available in 83cc and 92cc combustion chambers to deliver proven performance for your Harley. All Edelbrock heads are available assembled with 1-piece, swirl polished and premium valvetrain components. **Heads are available for a wide range of bikes... from stock Road Kings to 113-inch customs. Coming soon for the new Twin Cam bikes.**

QwikSilver Dual-Carb Set-Ups

Dual-Carb Set-Ups deliver **unbelievable acceleration with outstanding top-end power.** Dual-Carbs include adjustable Mixture Control for improved idle quality during warm-ups. For 1984 and later Evo Big Twins (exc.Ultras), the Set-Up* requires:chrome-dual carbs, throttle cables, chrome intake and chrome billet air cleaner with high-flow K&N 2-3/4" element. **parts sold separately*

New Cams for Twin Cam Bikes

Designed to give the Twin-Cam bikes **ground-pounding torque and horsepower** and lightning-quick throttle response, Performer RPM Cam Kit #1748 is dyno- and street-tested for proven performance on your Twin Cam bike. Available January 2000.

Get a Free Catalog...

Call **1-800-FUN-TEAM** use source code (BN001) or write to: Edelbrock, Torrance, CA 90503.
Tech Line: 800-416-8628, 8am-12:30, 1:30-5pm PST, M-F. Call QwikSilver Toll Free: 877-888-7504.

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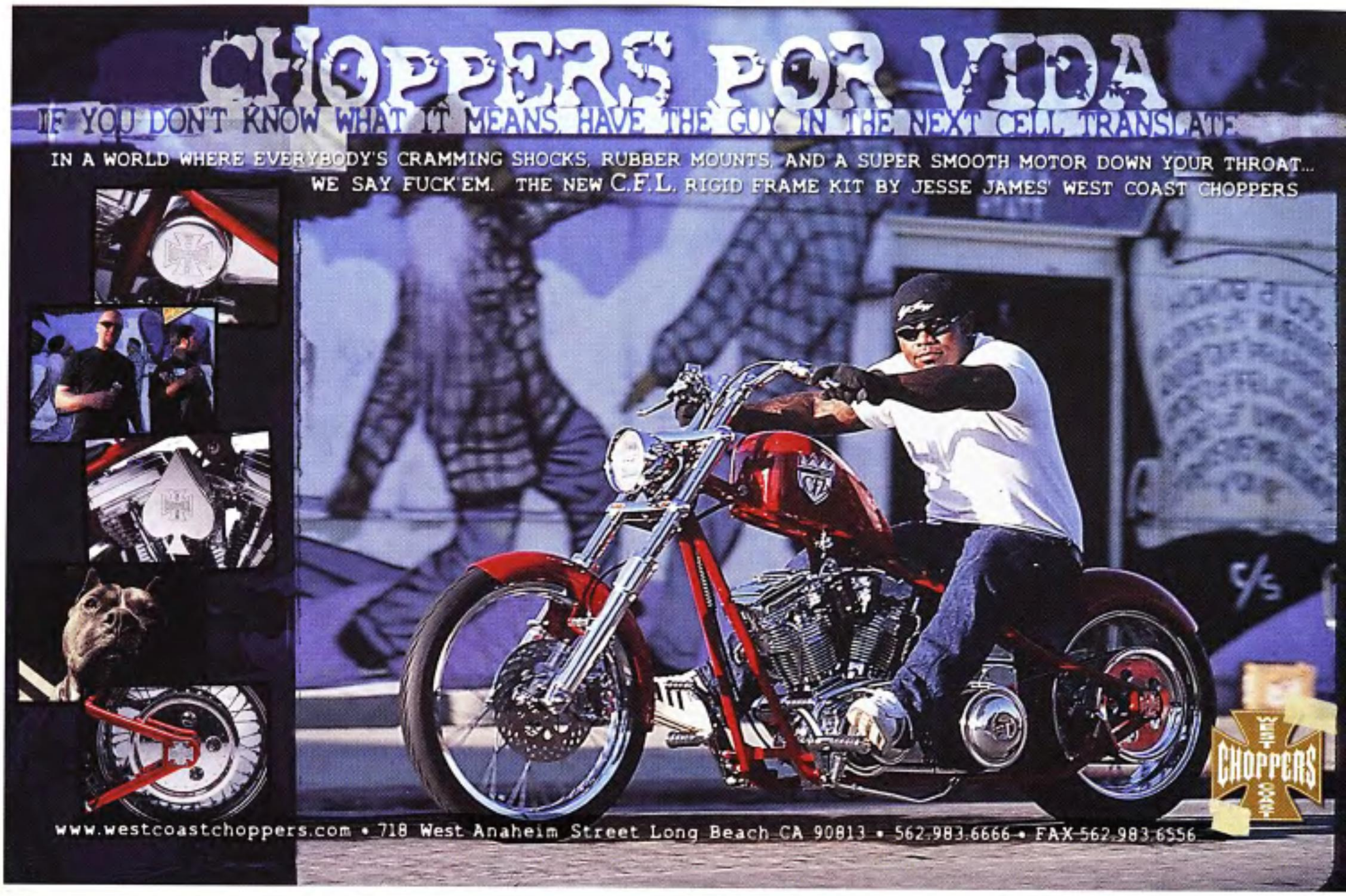
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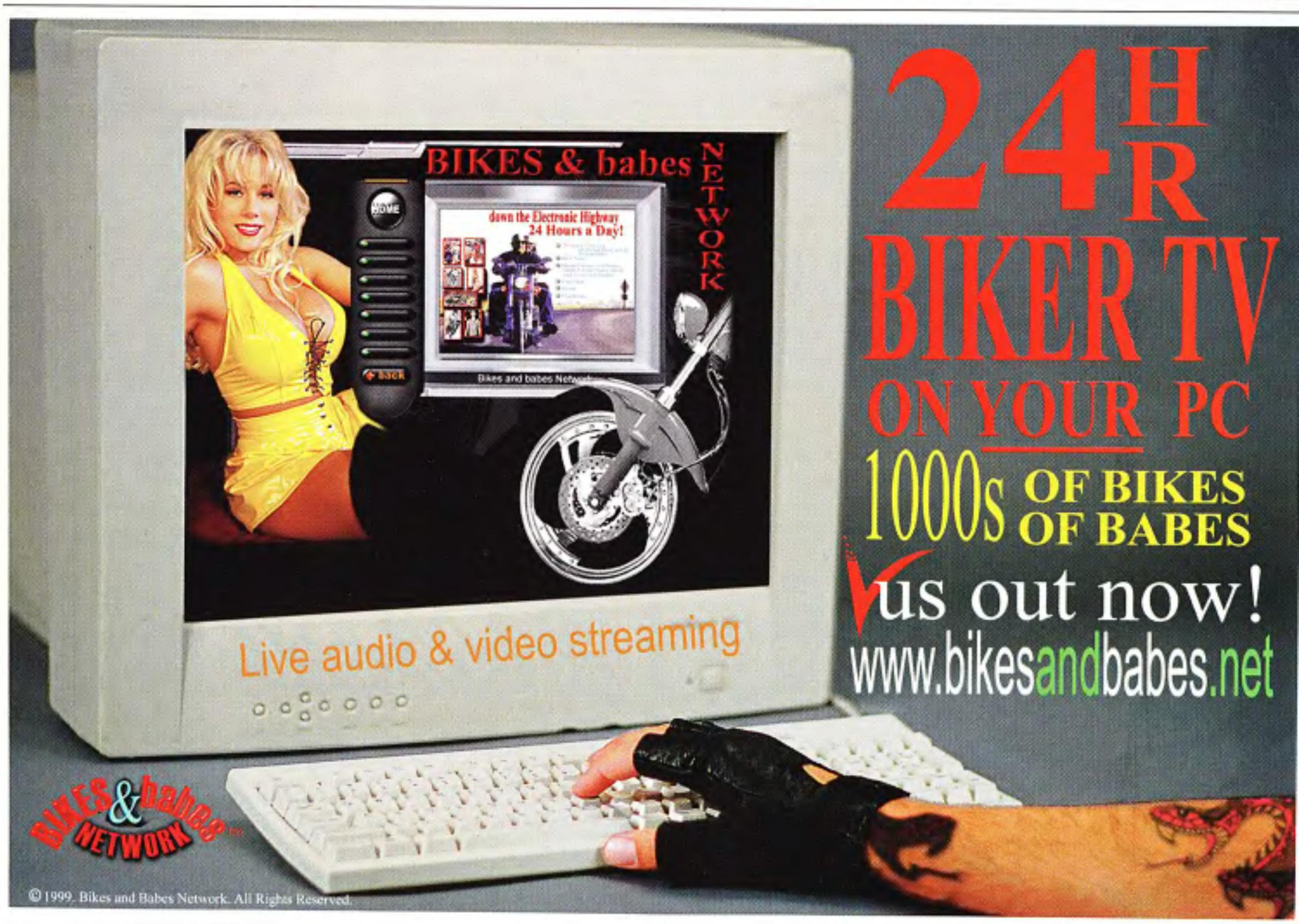
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headline story of the month

Harley-Davidson's All New FXR4

Last chance to get FX-ED!

All right, listen up! This is your last chance to grab a brand-new FXR from the folks at Harley. Thanks to the success of the FXR2 and FXR3 (both blasted off the showroom floors the second they landed there), H-D's Custom Vehicle Operations division (known as CVO to the FBI and IRS) is creating yet another in its series of low volume, highly customized bikes. This one is the yellow pearl blur known as the FXR4 and it's comin' your way with such custom goodies as a chromed swingarm, front fork sliders, braided steel brake lines, and a mess o' fancy chrome geegaws of every sort imaginable. Production is limited to 970 units and suggested U.S. retail is $17,995. (California prices slightly higher.) The scoot is at dealers now. For more information visit the Harley Web site at www.harley-davidson.com. To find the dealer near you call (800) 443-2153.

Ford and Harley's F-150

limited edition
New Pick-Up Truck

In Sturgis this year, Ford Motor Company in partnership with Harley-Davidson unveiled their limited edition 2000 H-D F-150 pick-up truck. The all-black, bad-ass truck features H-D orange pinstriping, chrome accessories, and such goodies as the Harley bar & shield logo on the side and embossed in the nudo-leather seats. It's all part of a five-year alliance between the two companies that share the same start-up year, 1903.

"This alliance brings together two of the most well-known and admired companies in the world," said H-D's chairman and CEO, Jeff Bleustein. "Ford and Harley-Davidson customers alike want a distinctive vehicle that makes a statement about themselves as individuals."

Photos: courtesy of Harley-Davidson

industry news

NASCAR's Jeremy Mayfield rides a Titan

Photo: Titan Motorcycles

The fine folks at the Titan Motorcycle Company of America recently presented NASCAR Winston Cup racer Jeremy Mayfield with his Mobil 1 Titan Gecko at the Headquarters of Penske Kranefuss Racing in Mooresville, North Carolina. The bike was designed and built to Jeremy's specs and has a strong resemblance to his Winston Cup Car.

"The folks at Titan did a killer job of building this motorcycle for me," Jeremy says. From the styling, the paint and graphics to the quality of workmanship and smokin' performance ... this Gecko rocks!" Mayfield plans to take the bike to as many Winston Cup races as possible.

special event

Fourth Annual Harley Tattoo Contest in Sturgis

There was a ton of fine skin art at the Sturgis Rally & Races this year and for the fourth year in a row, Harley-Davidson Motor Company sponsored a Show for Dough Tattoo Contest. The event was held in the parking lot of the Sturgis Harley dealer. Over 500 onlookers and 160 contestants showed some skin in the categories of Best H-D Tattoo, Best Black and Gray, Best Portrait, Best Color, and Most Unusual Tat.

Celebrity judges for this year's hoo-haw included local TV reporter Krista Fogelsong, Sugar Bear of Sturgis Tattoo, inkslinger Dusty Ullerich, and our own Dave "Phantom" Nichols. Bob Towse of Pullman, Washington, won the Overall Best Tattoo category. Towse also took first place for Best Color Tattoo.

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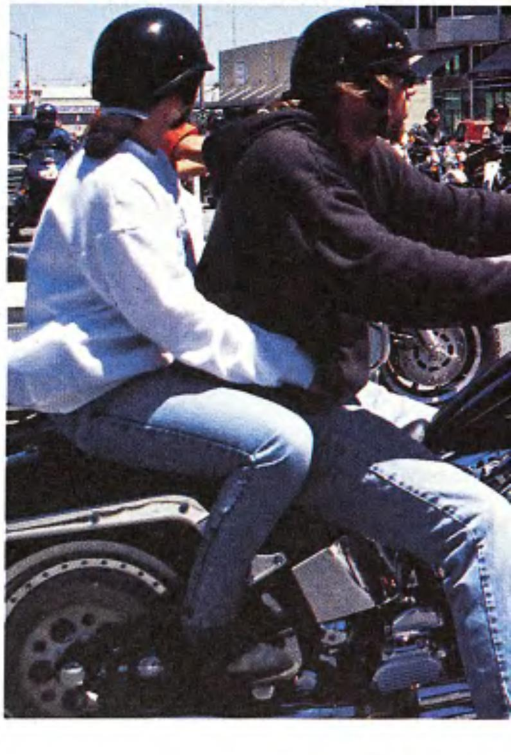
You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

classic event

Hollister 1999

Some things just get better with age, like wine and old Panheads, but this year's Hollister Gypsy Tour 1999 was the tits! Bikers from all walks of life (as Jack Nicholson might say) rode in for the party that inspired *The Wild One*. In fact, the run has become known as the original wild one.

From the quaint downtown area with its partyin' crowds and burn-out madness, to the bike show out at Bolado Park, all we saw were smiles and the occasional scantily clad hardbelly. One of the big sponsors was Indian Motorcycles,



who had their Limited Edition Indian Chiefs on display for all to see. Check 'em out at a bike event near you. Mike Corbin was also very prominent since he has a factory in Hollister.

We saw some amazin' sights, including a replica of a 1903 Harley built by Eric Nordstrom. He and a friend created an exact replica of the 1903 frame and went from there. Look for an article on Eric's replica bike comin' soon right here in on these pages.

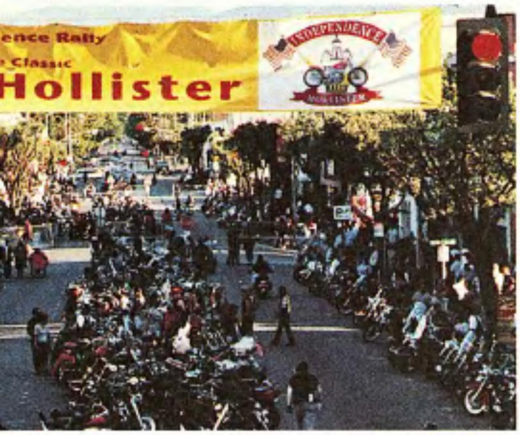
This year there were more vendors than ever selling just about everything you could think of to put on your scoot. All the little parties slurred into one big Independence Day blowout unrivaled since Hollister's 50th Anniversary a few years back. Local police did a good job of keepin' the burn-out riders from tearin' through crowds of on-lookers (which would've ruined everybody's day).

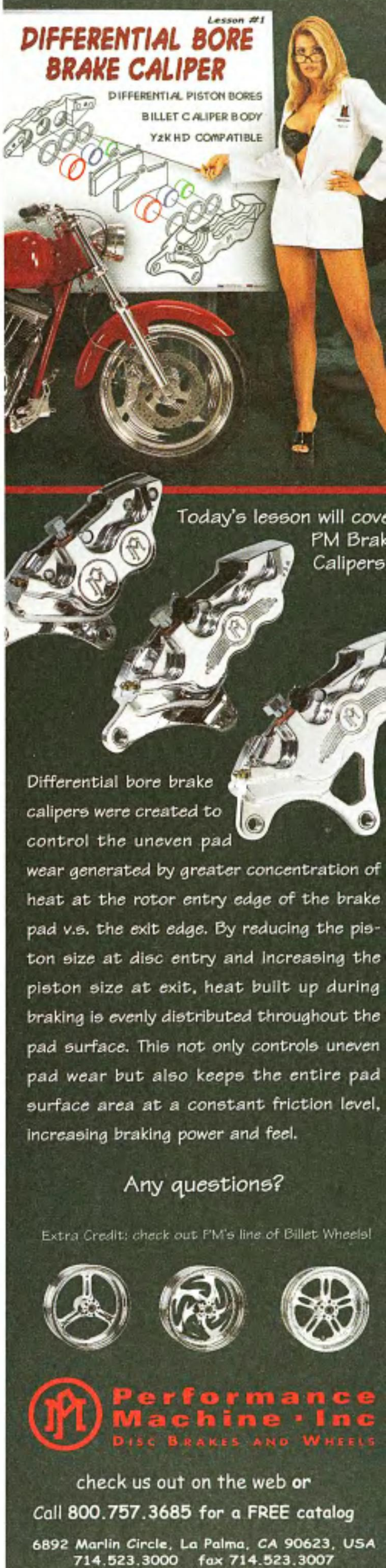
The drag races out a Bolado Park were a gas and a half. Gypsy Tour Motorcycle Club did a great job and special thanks go out to the Top Hatters for for sponsoring all the in-town shenanigans.

We really like the smaller runs for their good attitudes, lack of packed crowds, and lower prices. This one is still a damned good time! Check it out this comin' July 4th weekend. Sure it's hot enough to melt your brain, but a cold brew and a little wind in your hair will fix all that.

—Phantom

Photos: Wino Joe





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world news

News from around the bikin' world

Louisiana: Good news! We welcome the state of Louisiana to the land of the free. Governor Mike Foster signed the helmet repeal bill into law and you can now ride free, but you must be at least 18 and carry proof of $10,000 in health insurance.

Minnesota: Governor Jesse Ventura signed legislation that permits the use of Blue Dot taillight lenses. He also signed a bill erasing an old law that required a judge to review whether an injured rider was helmeted, in dealing with damages.

Washington, DC: The MRF recently announced that the U.S. DOT and NHTSA are both looking hard at promoting rider safety courses and making motorists more aware of bikes by advertising and providing promotional material. Miracle of miracles, the secretary of DOT, Dr. Ricardo Martinez, and eight other officials from DOT and NHTSA participated in a rider education course in Maryland to educate themselves about the problems faced by bikers. Martinez said he planned to get licensed and do more riding on his own motorcycle! But he also feels that wearing helmets reduces the public burden caused by injured bikers.

U.S. Congress: In an MRF press release, the Governmental Accounting Office (GAO) reports that the BAC.08 level laws on drinking and driving are not that effective in preventing people from driving drunk. According to the GAO, it appears that more effective methods, including education of the general public, are needed. Now there's an amazing conclusion by one of our very efficient governmental agencies.

London: Jennifer Patterson, one of the two hostesses on the cook show *Two Fat Ladies*, died unexpectedly in August of cancer. She was the pilot on the Triumph sidecar rig that the two women rode from place to place filming their show. Too bad we lost her 'cause she was a good cook and funny to watch.

—Gunny, Oregon AIM Chief of Staff

fun stuff

Passion for rent

For Rent: the experience of a lifetime, no wings needed, wind, sky, stars & moon included all at no additional charge, some restrictions apply (no hang-ups, no anxiety, no boredom, no radios), BYOP (bring your own passenger).

Hollywood H-D Rentals now has two locations in Southern California. You can rent a Harley while visiting all the glitter and glitz of Hollywood at their location across the street from the famous Mann's Chinese Theater, 6912 Hollywood Blvd., and at their location next to Hi-Tech Cycles in the San Fernando Valley, 5901 N. Sepulveda Blvd.

"We needed to be near a high quality repair center, so we acquired space from Hi-Tech Custom Cycles. Rental motorcycles require a lot of maintenance and care. We maintain a high standard for our rental bikes and Hi-Tech provides the kind of service our bikes and customers require."

Give 'em a buzz at (877) H-D Rents or (818) 786-5901, and check 'em out online at www.hdrents.com.

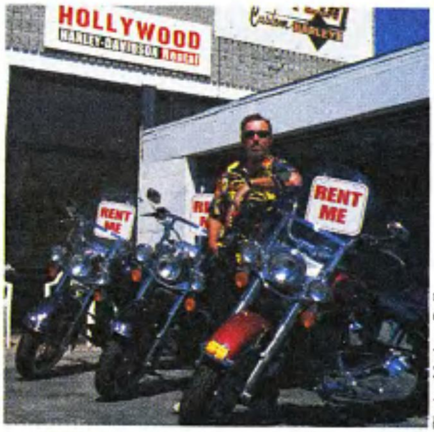

Photo: Markus Cuff

guy stuff

A manly damned product from Manco

Imagine what this here vehicle would look like with a deer strapped across that camo hood. The Deuce (no relation to H-D's new "Deuce" Softail) by Manco Products is the first four-wheel, two-seat vehicle designed for the farm utility market and sportsmen. This pup is available in two different engine sizes and can be found at more than 380 retail locations including Tractor Supply. For more info contact Manco at: (219) 432-1596.

investment news

Two-Wheeled Investor

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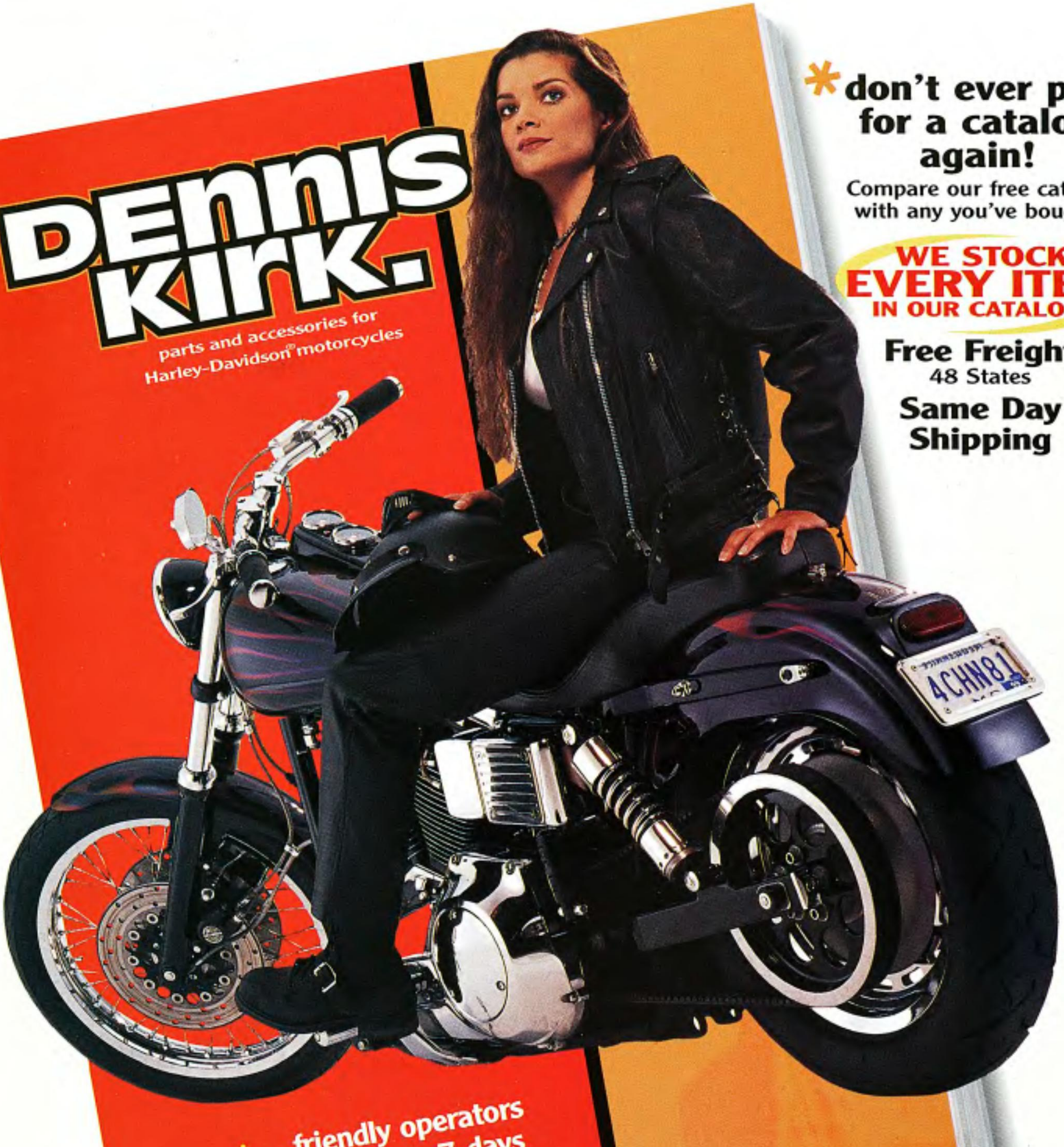
BIGX	EXCELSIOR-HENDERSON	1996	1.78	10/21/99	11.00 - 1.59
HDI	HARLEY-DAVIDSON	1986	59.12	10/21/99	64.06 - 34.87
PII	POLARIS/VICTORY	1996	33.44	10/21/99	45.68 - 27.00
TMOT	TITAN MOTORCYCLES	1998	3.19	10/21/99	5.25-2.00



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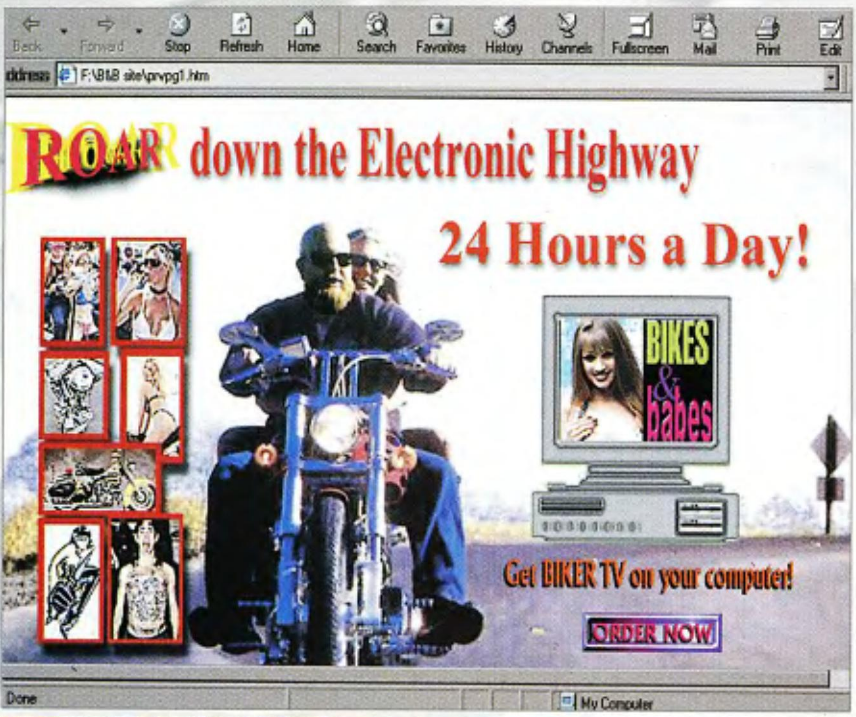

Grab your turbo mouse and roar down a electronic superhighway where you'll find the coolest custom bikes and hottest honeys ever to hit the Internet. Presenting the new Bikes & Babes Network! We're talkin' thousands of wild rides and nasty-legged hardbellies slippin' and slidin' their way to you 24 hours a day, seven days a week!

"It's Biker TV on your home computer," says Bikes & Babes spokesperson, Thomas Mark. "New technology allows us to offer live audio and video streaming in a very unique way. Which is just a nice way of saying: *We're gonna kick ass and take no prisoners!*" The new online video venture brings you an ever-changing biker world created *by* bikers *for* bikers, a world full of exactly what you want—namely, bikes and babes.

It all began when some renegade scooter trash ran off in the woods to make a documentary about a crazy ol' lady that lives ... no, that's the Weird Bitch, I mean, *Blair Witch* thing. Like I was sayin', it all began when some misfit bikers appropriated some video cameras from a local TV news van when the crew wasn't lookin' and started shooting wild biker parties, gorgeous custom bikes, and some particularly hot-to-trot sexy Sheilas. Take a look at some of the, uh, talent strewn across these pages and you'll get the idea. Yeah, these dudes are havin' too much fun, but at least they're passing the perky poon on to you in the form of this ever-changing kaleidoscope of bouncing boobs and rubber-burning ground pounders all from a top secret underground Bikes & Babes compound and Swedish massage retreat.

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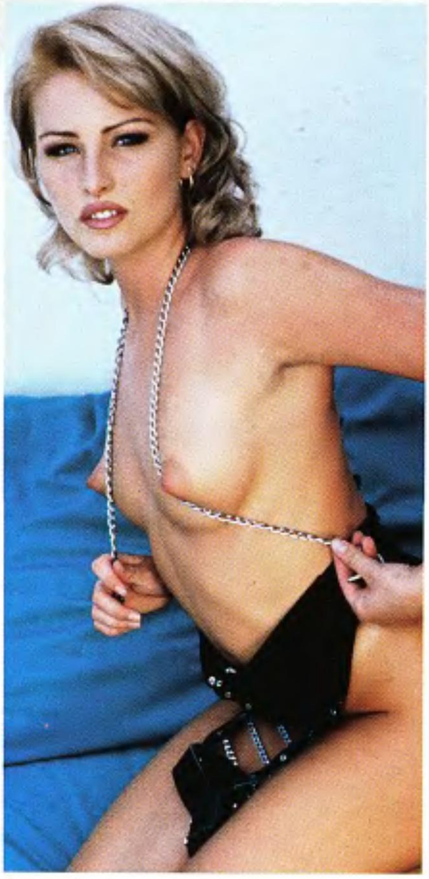
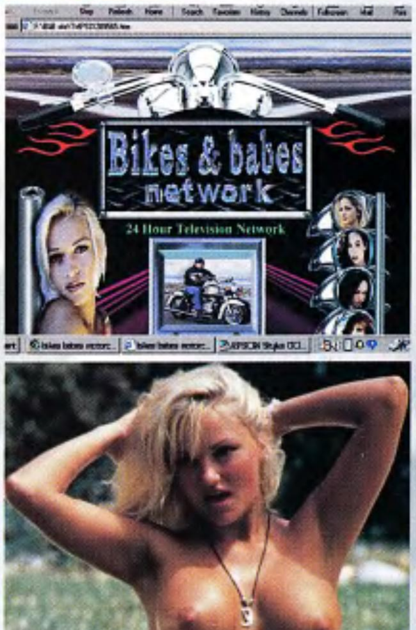
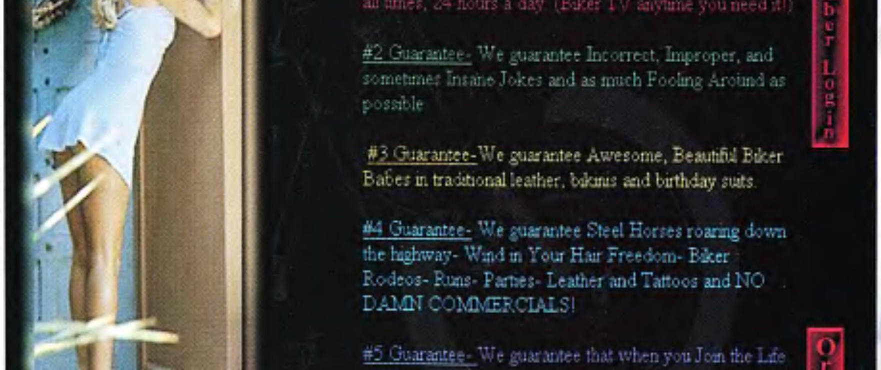


point and click your way to www. bikesandbabes.net and your wicked ride will begin—24 hours a day of constantly new bike-related sexy content for just $9.95 a month. We finally got our own thing, and it's always there when you need it. In fact, the gruesome staff of B&B guarantee that they'll offer up a hot and steamin' plate of bikes and babes at all times, without interruption, 24 hours as day, as well as improper jokes and as much fooling around as possible.

Finally, there's a home for bikers on the Internet filled with wind-in-yer-hair freedom, biker rodeos, runs, parties, tattoos, and tantalizin' trollops in their birthday suits, and, best of all, no damn commercials! Check it out at www.bikesandbabes.net and hold on for the cyber ride of your life, pardner.

—Da Phantom





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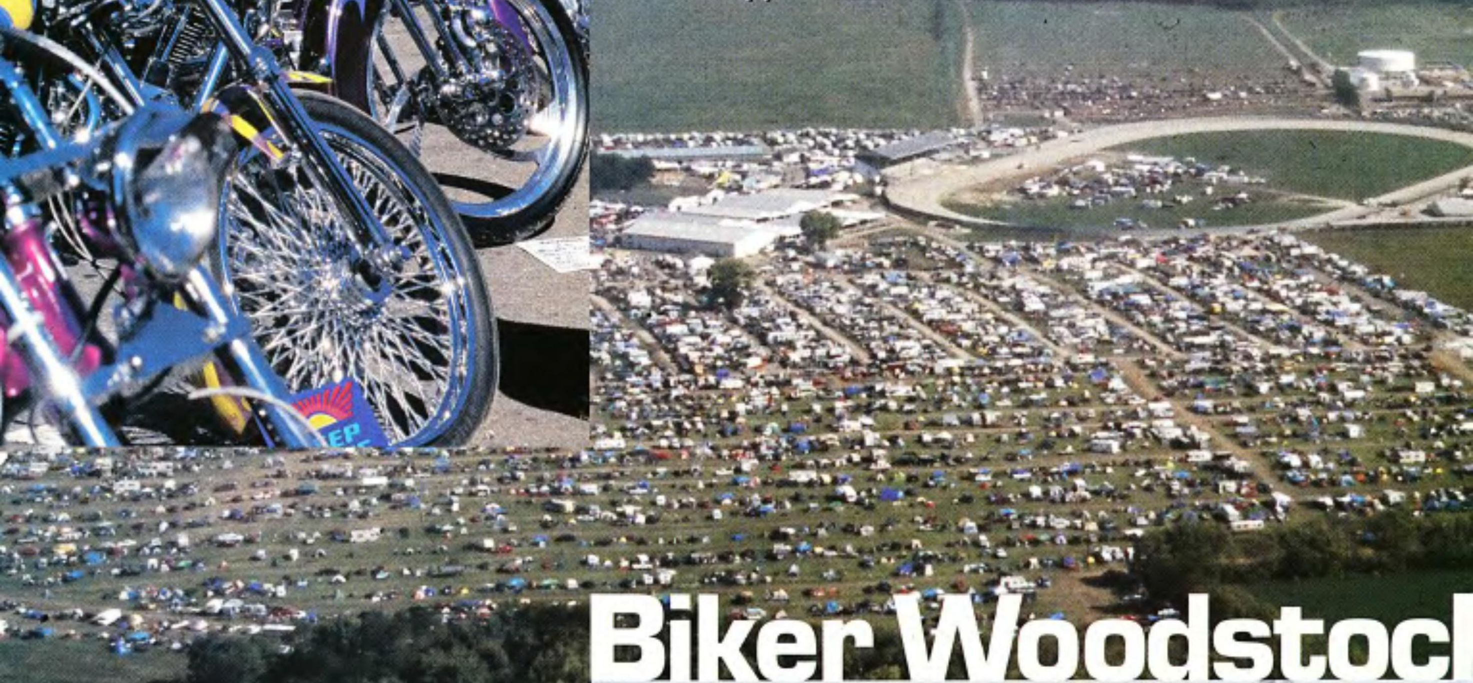
It was the last bash of the final summer of the 1900s and we partied like it was 1999 (because, frankly, it was). Chillicothe, Ohio, once again came to life as the vortex of the indomitable biker spirit.

This gig, known as the Easyriders Rock-N-Blues Festival, was an orgy of bands we could relate to, mixed in with the dust, blood, and mud of the Easyriders Rodeo. This one would be one bender of a millennium ender. The party of the century. And more than 25,000 agreed.

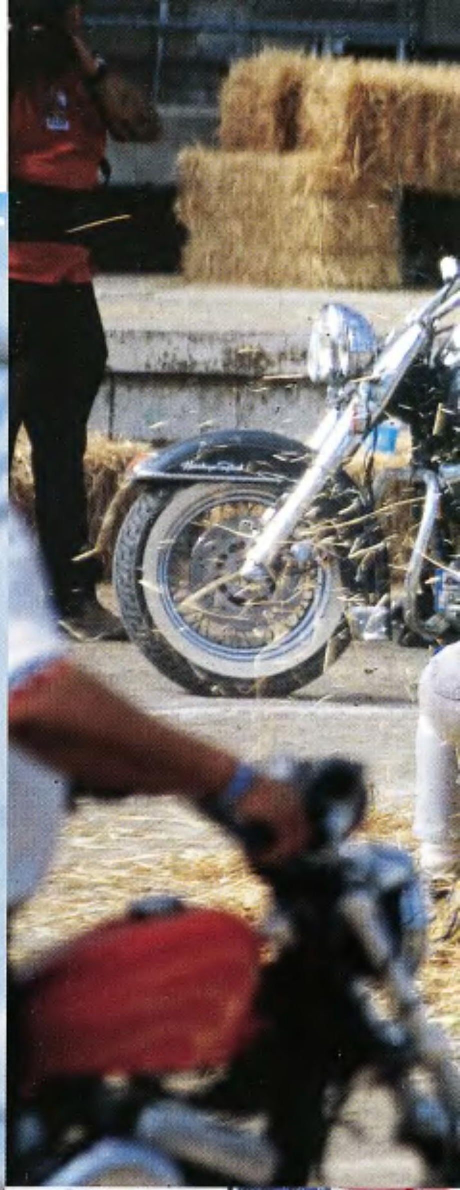
The vital statistics read like any small city's local newspaper would on a quiet holiday weekend: a wedding, a birth, a heart attack (not the same couple), a few minor arrests, outdoor entertainment for the whole family, and some action on the other side of the tracks that can never be fairly described in the straight media. That was the roll call for the 11th annual, newly named Easyriders Blues-N-Rock Festival/Rodeo Grand Nationals that swept through the surrounding Amish farming country into this sleepy southern Ohio town of Chillicothe.



Biker Woodstock

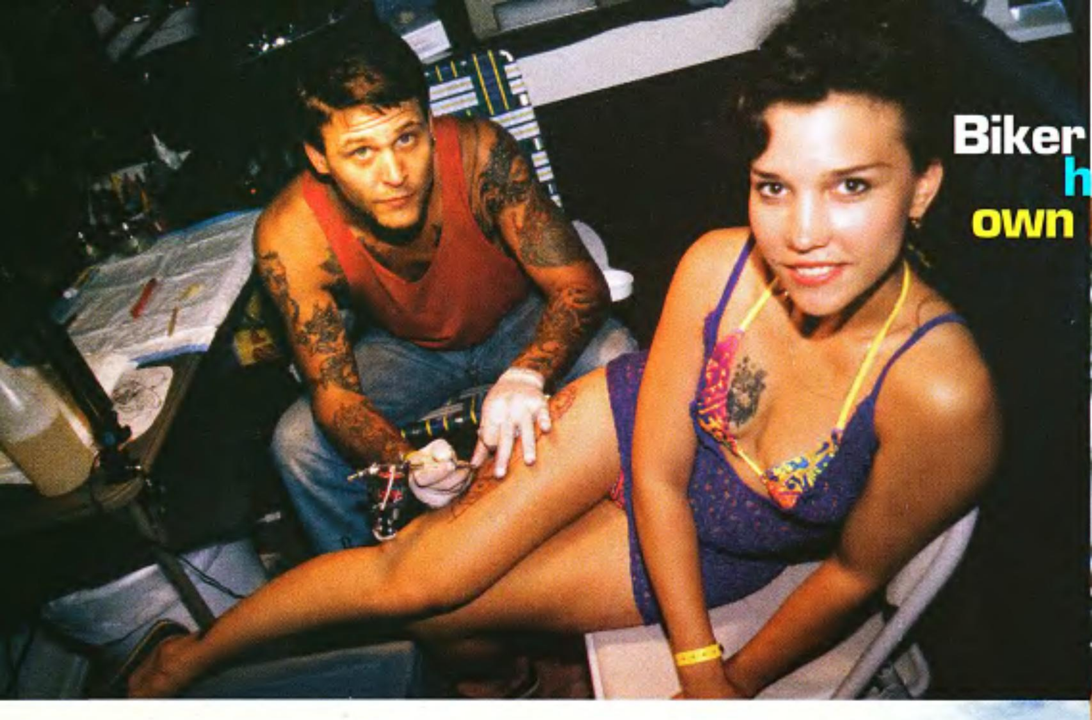
Chillicothe, Ohio, Is Home to the Blues and Dust

No, the music would be strictly American, right from the roots—the rock and blues, brother.



Seeking to expand the Easyriders Rodeo, our crack event staff added top-shelf music to the program. Not just any johnny-come-lately "alternative" blither band either. No, the music would be strictly American, right from the roots—the rock and blues, brother. Headline acts at Chillicothe included Leon Russell, walking the good ol' tight rope across the keyboards and blasting out *Delta Lady* among other hits on Saturday night. Commander Cody And The Lost Planet Airmen followed and pierced the sky with biker anthems *Hot Rod Lincoln, Down To Seeds and Stems Again, House Of Blue Lights, Smoke, Smoke, Smoke That Cigarette*, and more to a full house at the Ross County Fairgrounds on Sunday night. They were augmented by the Sonny Moorman Group and hot local acts throughout the weekend, seemingly playing morning, noon, and night.

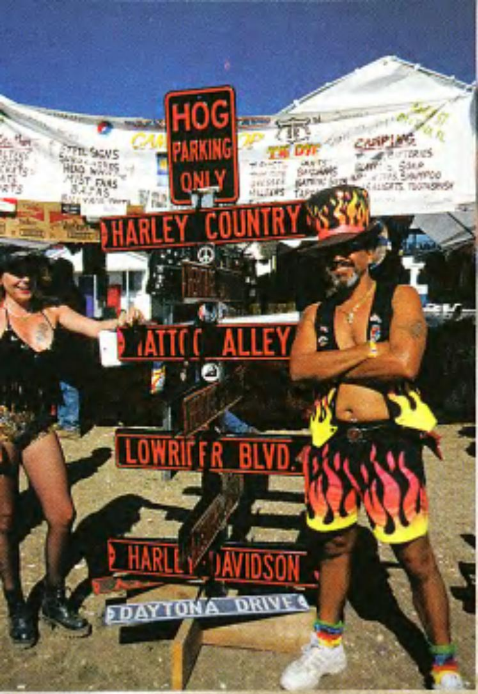
RD-500



Biker Woodstock has become its own city

The magical spirit of Chillicothe was closer to the original Woodstock than what the fouled-up 25th anniversary retread tried to be this summer—with kids burning up on a broiling tarmac-turned-campsite like dollops of melted butter skittering across a griddle. No wonder the kids had an attitude. But Easyriders had its act together. Biker Woodstock has become its own city, complete with an onsite scooter repair shop—Moon's Mobile Bike Repair. It is no longer just a beer and burger event. Like the legendary late farmer Max Yasgur so eloquently said from the stage back in '69 about his property, " ... it's not just a hog farm either." No, sirree, Max. Though no one would've complained. There were Hogs of every description to be found on the fairgrounds, mostly from Milwaukee, and chow from around the world, including Australian Outback stir fry, soul food, hot dogs, pizza, and lots of stuff that sent my cholesterol level to new heights. Oh, yeah, and lots of beer available at all hours. My kinda place.

On the other, dirtier, dustier side of the show were the Rodeo Grand Nationals, a wrap-up of the six-stop '99 season. Coming into the event were the riders jockeying for position atop the field. The Tabor family, led by Grandpa Harold, son, Robert,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Coming into the event were the riders jockeying for position atop the field.

grandson, Jason, and their support contingent from Canton had stormed to the front of the standings. Or at least had a grip on three of the top 10 places. Perennial crowd favorites Gary Freel and Bob Hanna were pushing hard in second and third with Don Seabolt, Larry Panks, T.J. Smith, and Mike O'Herron pressuring from the rear.

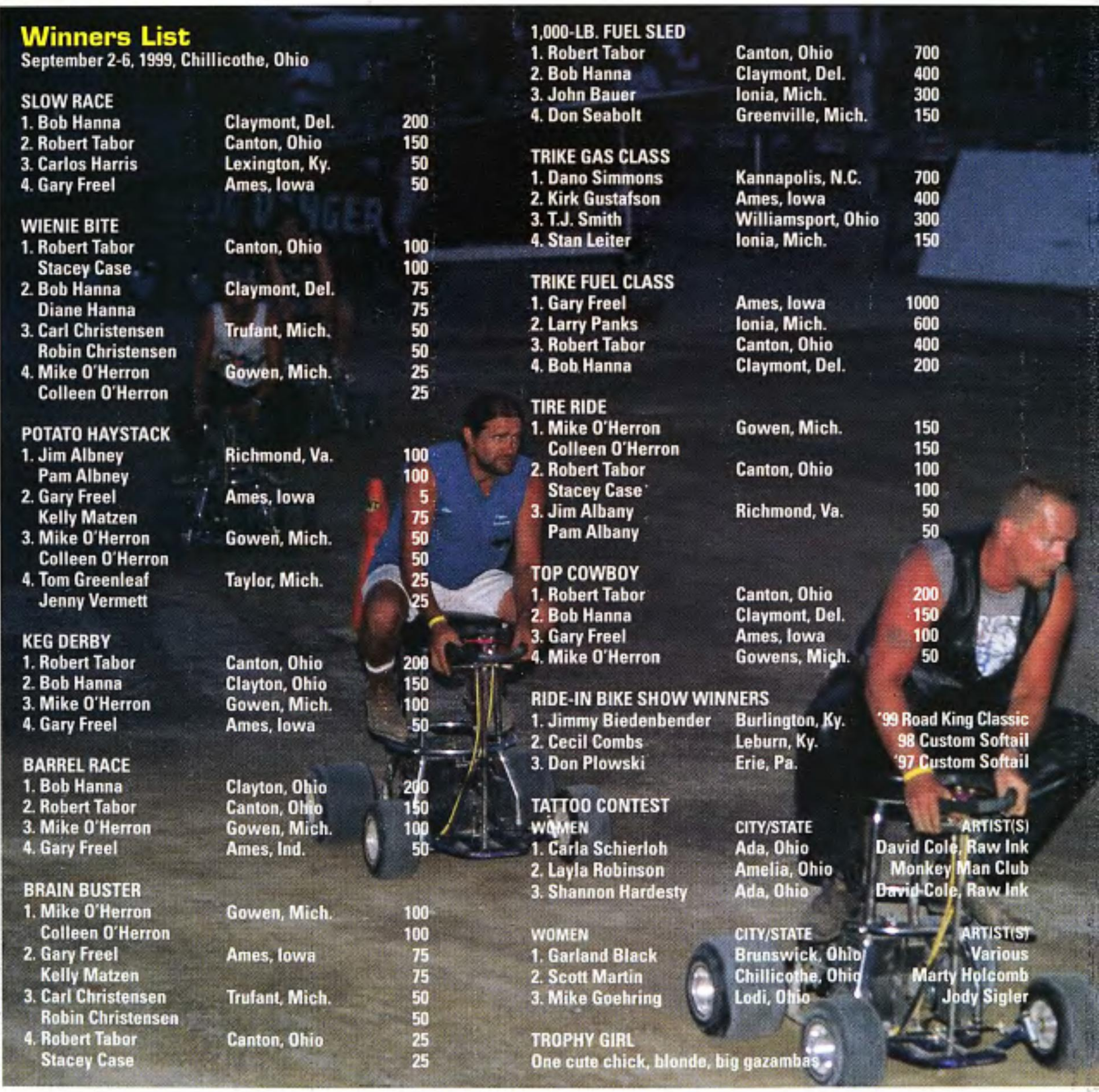
As luck would have it, the big biker in the sky ordered up cloud cover, with a few large drops of rain, which made it a whole lot more pleasant for competitors and spectators alike. It fit Robert Tabor to a T as he went out and nailed the 1,000-pound Fuel Sled pull, and those 700 points locked him in for first overall. From there, Gary and Bob hammered each other and finished second and third for the season. Tremendous efforts by Dano Simmons, Kirk Gustafson, T.J. Smith, and Stan Leiter put an exciting exclamation point on the Trike Gas pulls to wrap up the day.

Later that day, Jimmy Biedenbender from Burlington, Kentucky, was honored by a popular vote for his '99 Road King Classic as best bike in the ride-in bike show. Talk about a happy dude! Looked like he'd just won the lottery. The only sight more pleasant was taking in the view of Ms. Easyriders '99, Mary Hazelwood, who had her own contingency of fans from Maryland (natch), and a sister to boot who had come to watch her getting her picture taken digitally with awestruck fans. Me included.

Among other off-the-wall do-gooder deals that went down were a variety of community-related donations. A group of high school supporters, the UNIOTO Booster organization made money for their kids through a percentage of the sales of event tickets, beer, and food throughout the weekend. Reportedly, over $70,000 was dispersed by the fairboard. Another was a seemingly odd link-up between strange bedfellows, the local DARE unit of the Sheriff's Dept., Chillicothe Harley-Davidson and Easyriders. Chillicothe H-D and Easyriders together paid for a bike to be raffled off as a DARE donation at Easyriders Night at the Ross County Fair a couple weeks later. All kids at the fair received free passes on the carnival rides and one lucky Buckeye won a 1999 Harley.

So, for all involved, this was a four-day weekend to remember. 'Fact, it'll probably take a century to forget.

— Kim Peterson



Winners List

September 2-6, 1999, Chillicothe, Ohio

SLOW RACE		
1. Bob Hanna	Claymont, Del.	200
2. Robert Tabor	Canton, Ohio	150
3. Carlos Harris	Lexington, Ky.	50
4. Gary Freel	Ames, Iowa	50
WIENIE BITE		
1. Robert Tabor	Canton, Ohio	100
Stacey Case		100
2. Bob Hanna	Claymont, Del.	75
Diane Hanna		75
3. Carl Christensen	Trufant, Mich.	50
Robin Christensen		50
4. Mike O'Herron	Gowen, Mich.	25
Colleen O'Herron		25
POTATO HAYSTACK		
1. Jim Albney	Richmond, Va.	100
Pam Albney		100
2. Gary Freel	Ames, Iowa	5
Kelly Matzen		75
3. Mike O'Herron	Gowen, Mich.	50
Colleen O'Herron		50
4. Tom Greenleaf	Taylor, Mich.	25
Jenny Vermett		25
KEG DERBY		
1. Robert Tabor	Canton, Ohio	200
2. Bob Hanna	Clayton, Ohio	150
3. Mike O'Herron	Gowen, Mich.	100
4. Gary Freel	Ames, Iowa	50
BARREL RACE		
1. Bob Hanna	Clayton, Ohio	200
2. Robert Tabor	Canton, Ohio	150
3. Mike O'Herron	Gowen, Mich.	100
4. Gary Freel	Ames, Ind.	50
BRAIN BUSTER		
1. Mike O'Herron	Gowen, Mich.	100
Colleen O'Herron		100
2. Gary Freel	Ames, Iowa	75
Kelly Matzen		75
3. Carl Christensen	Trufant, Mich.	50
Robin Christensen		50
4. Robert Tabor	Canton, Ohio	25
Stacey Case		25
1,000-LB. FUEL SLED		
1. Robert Tabor	Canton, Ohio	700
2. Bob Hanna	Claymont, Del.	400
3. John Bauer	Ionia, Mich.	300
4. Don Seabolt	Greenville, Mich.	150
TRIKE GAS CLASS		
1. Dano Simmons	Kannapolis, N.C.	700
2. Kirk Gustafson	Ames, Iowa	400
3. T.J. Smith	Williamsport, Ohio	300
4. Stan Leiter	Ionia, Mich.	150
TRIKE FUEL CLASS		
1. Gary Freel	Ames, Iowa	1000
2. Larry Panks	Ionia, Mich.	600
3. Robert Tabor	Canton, Ohio	400
4. Bob Hanna	Claymont, Del.	200
TIRE RIDE		
1. Mike O'Herron	Gowen, Mich.	150
Colleen O'Herron		150
2. Robert Tabor	Canton, Ohio	100
Stacey Case		100
3. Jim Albany	Richmond, Va.	50
Pam Albany		50
TOP COWBOY		
1. Robert Tabor	Canton, Ohio	200
2. Bob Hanna	Claymont, Del.	150
3. Gary Freel	Ames, Iowa	100
4. Mike O'Herron	Gowens, Mich.	50
RIDE-IN BIKE SHOW WINNERS		
1. Jimmy Biedenbender	Burlington, Ky.	'99 Road King Classic
2. Cecil Combs	Leburn, Ky.	98 Custom Softail
3. Don Plowski	Erie, Pa.	'97 Custom Softail
TATTOO CONTEST		
WOMEN	**CITY/STATE**	**ARTIST(S)**
1. Carla Schierloh	Ada, Ohio	David Cole, Raw Ink
2. Layla Robinson	Amelia, Ohio	Monkey Man Club
3. Shannon Hardesty	Ada, Ohio	David Cole, Raw Ink
WOMEN	**CITY/STATE**	**ARTIST(S)**
1. Garland Black	Brunswick, Ohio	Various
2. Scott Martin	Chillicothe, Ohio	Marty Holcomb
3. Mike Goehring	Lodi, Ohio	Jody Sigler
TROPHY GIRL		
One cute chick, blonde, big gazambas		

Photos: Billy Tinney, Kim Peterson

Talking Tech

Weird tongue facts: Did you know that... like fingerprints, everyone's tongue print is different? Every time you lick a stamp you consume 1/10 of a calorie? A giraffe can clean it's ears with it's 21-inch tongue (and so can most bikers)? With all that in mind, we present the Tech Letters. You can't lick 'em.

—The Management

Lousy Leaks

I've been chasing down a mysterious oil leak on my '88 FXRP, and I have not been able to figure it out yet. I've checked around the starter, even removed it so that I could check the vent tube from the tranny, and everything is dry. Everywhere I look, the leak seems to be coming from some mysterious source. Do you have any suggestions? I'm going crazy here.

Leggs
Central Coast, California

Normally, I'd suggest all of the usual places, and suggest that maybe the starter or solenoid was the leaker and that would be that. But not too long ago, this very thing happened to a friend of mine, and it's worth looking into. He went nuts trying to find the oil leak on his RP, and it was only by chance that he happened to notice the front engine mount was shot. After fixing it, a funny thing happened ... no more leak. We both scratched our heads over it, and all we could come up with was that the broken mount was causing the powertrain to sit funny, causing a leak, or a sumping problem with the engine (during start-up). It's also possible that at speed the engine was flopping around a bit too much with that broken mount, and somehow creating a leak. But really, I still can't figure it out. I never thought I'd hear about this problem again, but for what it's worth, try changing (or at least checking) that front engine mount.

Welding Wonders

I'm certainly no machinist, so maybe that's why it's taken me so long to understand just how all these new and flashy billet wheels are made. Originally I thought a "billet" wheel was made out of one piece. Eventually, after the laughing died down, my more informed friends explained to me that they are two halves welded to a center, or something like that. My question now is, is the welding really strong enough? I know they sell these suckers by the truckload (and for a premium to boot!) but I'm just wondering.

Phil Davey
Ft. Wayne, Indiana

Yeah, Phil, they are plenty strong. Manufacturers such as Performance Machine (and many others) actually load test their wheels to make sure they are up to their quality standards. Welding the center in is common, and although there are one or two wheel makers out there who have made a true one-piece wheel (I can't figure that one out) the welded billet wheels are still the industry standard. Take a steel wheel off a pickup truck, for instance. Most of them have welded-in centers, and the weight on each wheel is well over double for the truck as compared to the motorcycle.

Right, Wrong, Or Rough?

I'm considering a custom bike project and am leaning toward a rigid. I love the fat tire thing and am partial to the 200-16. Can this tire be run with low air pressure to help with the ride? I've heard different answers when I ask around at my local shops, so I figured I'd give you guys a try.

Snake
Boston, Massachusetts

Hey, no one's gonna turn you in to the tire police if you decide to run low pressure in your tires, but there are a few things you should know anyway. First of all, my pal Max Martin over at Avon says that it's absolutely a no-no to run any less than the recommended pressure for any of their tires. I do know that you can lower the pressure a little bit, say around 32psi, but that is still frowned upon by the manufacturer. I know that some production custom builders who manufacture rigids run their 180-18 tires down as low as 15-18psi. Aside from making the Avon reps cringe at the thought, there is another problem. If you ride the bike fast with low tire pressure the tire will grow, well over 1/2-inch in some cases, and this presents a danger if you have less than 1 inch of fender clearance. I've been there. Three suggestions: Low pressure and low speed, buy a kidney belt or get a springy seat, or simply build a bike with rear suspension.

Picking Petcocks

I've been checking out every Parts Box and new product review you guys print. I also do a lot of looking around at bike shows, and I've been seeing this new petcock called a Peak Flow. They sure do look sharp, and I was wondering if you know much about 'em. I'd kinda like to get one for the ol' Softail, ya know?

J.R.
Boise, Idaho

The Peak Flow is one hell of a nice piece, and I installed one on a buddy's bike not too long ago. Aside from being well made it's fully rebuildable, and they have several designs available, along with some pretty trick fuel filters. I also heard recently that the folks at Indian Motorcycle have chosen to use the Peak Flow as an OEM part on all their new bikes. For more info call (310) 204-5554.

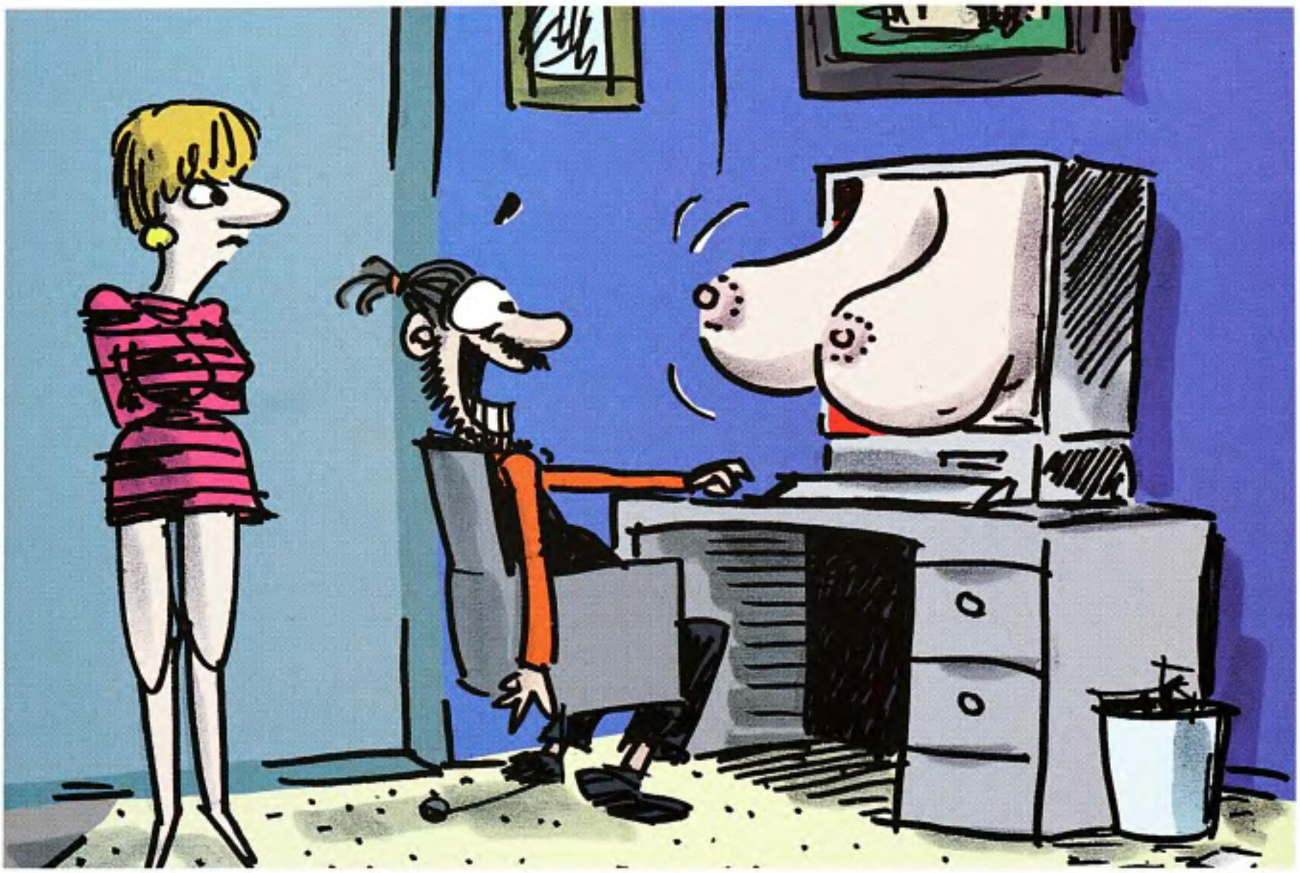
The Skinny On Belts

I see that Harley-Davidson has changed to the narrower 1 1/8-inch rear drive belt on its new Softail models. This has got me looking at some of the other belt options, such as the 1-inch belt that BDL now offers. I'm starting to wonder if it would just be better to consider a chain conversion to make room for a wider tire instead of going to such a narrow belt. Think they're strong enough?

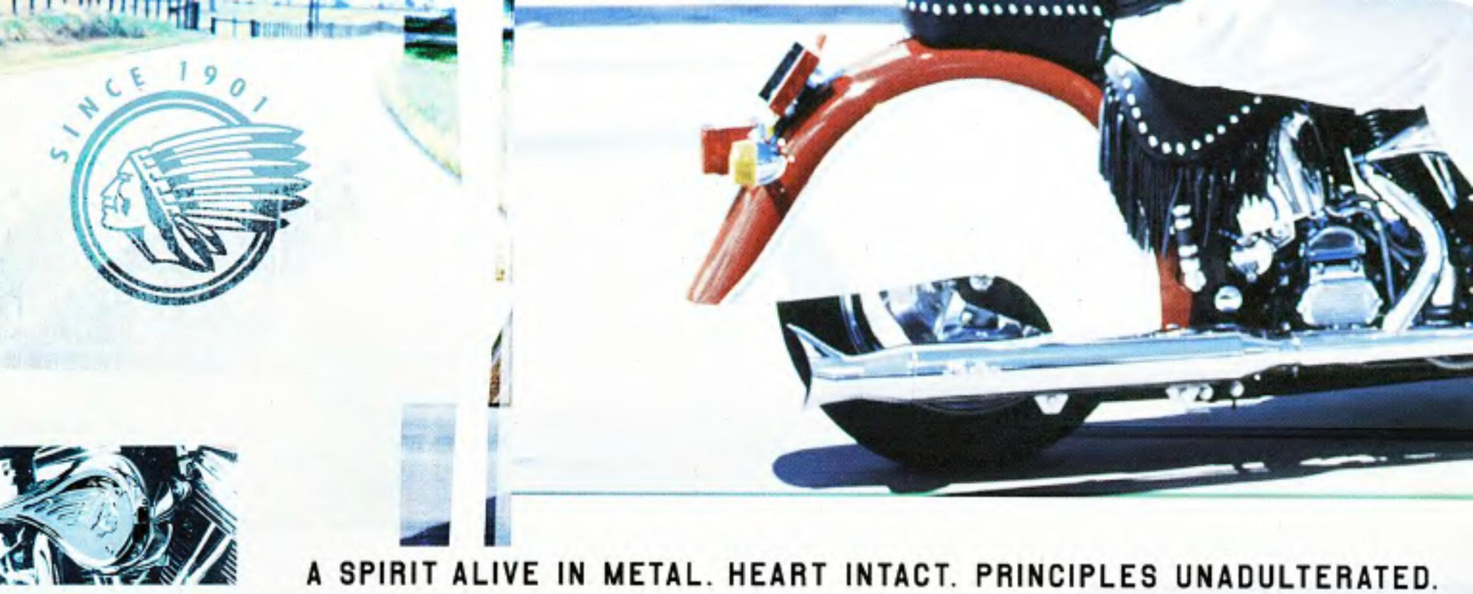
Ed Zabinski
Jupiter, Florida

I knew the guy who started the Fine Line belt drive that BDL is selling now. He told me back then that they were good for the street, but certainly not ideal for hot-dogging or big-inch engines. I think there's even a disclaimer in the Custom Chrome, Inc., catalog about this 1-inch belt being for show bikes, or something to that effect. If you want an aggressive look, get a Tsubaki 530 Sigma o-ring chain for your possible chain conversion. This chain is massive and measures just at 1-inch across the pins. Oh, and you won't break that sucker.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



"Now this is my idea of interactive software!"



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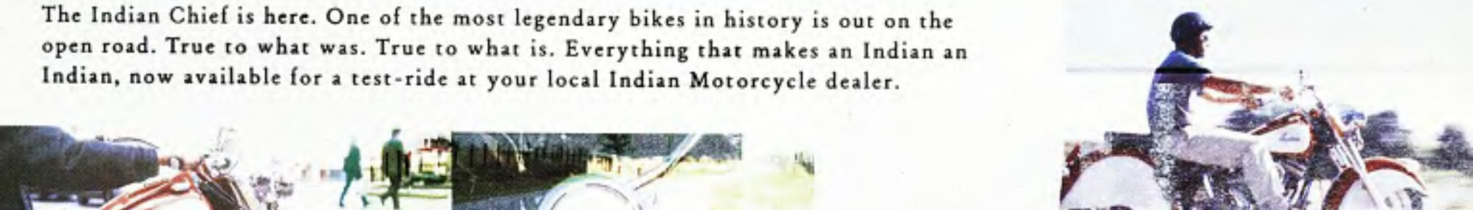

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Are There Harleys In Heaven?

My father and I didn't always get along. We were different kinds of people; I was an artist and he a mechanic. As a result of our differences we disagreed about a lot of things; however, my father and I did have our moments. Like me, he liked to joke around and was quick to laugh and to smile.

My father liked all things mechanical. He loved motorcycles, and had many over the years. To his credit, he knew their place in his life—first Mom, then us kids, then his bike. He would trade up or down or even sell them as the finances of home and family required.

I remember hearing my father's Harley-Davidson as he returned from work, or an evening ride ... hearing it coming long before seeing him actually pull into the yard. Rides around the block with my dad were great childhood memories, and riding his bike to and from the garage was also a treat as I got older. I remember Bike Week in Daytona and my birthdays almost interchangeably. My father went to Bike Week every year around my birthday and would often buy something for me there.

My father didn't make it to Bike Week this year. He died just a few days short of his annual pilgrimage ... and my 35th birthday. I am now, ironically, roughly the same age my father was when I was a small boy and rode on the back of his bike around the block.

My brothers and I have been thinking of a way to keep Dad's bike, perhaps pooling our resources to buy it. Our wives think it's the sign of a mid-life crisis, but I think of it as a need for some reminder or earthly connection to our father, a father I felt I was just getting to know.

There is a native-American legend that says when a warrior dies, he hears and then sees the spirit horse come for him. I sometimes think of my father's death and wonder if, on the side of that road, instead of the spirit horse he heard the sound of an iron horse, a Harley-Davidson calling to him. "Are there Harleys in Heaven?" Some would say that something so loud and of such dubious reputation has no place there.

I like to think that as each of us in the family (in turn) receive our reward in Heaven we will hear the sound, even before we reach the Pearly Gates, of my father's motorcycle.

It is comforting to think we will be greeted in Heaven by my father, astride a Harley. He will smile and say, as he did in my childhood, "Hang on!"

—David Hickman

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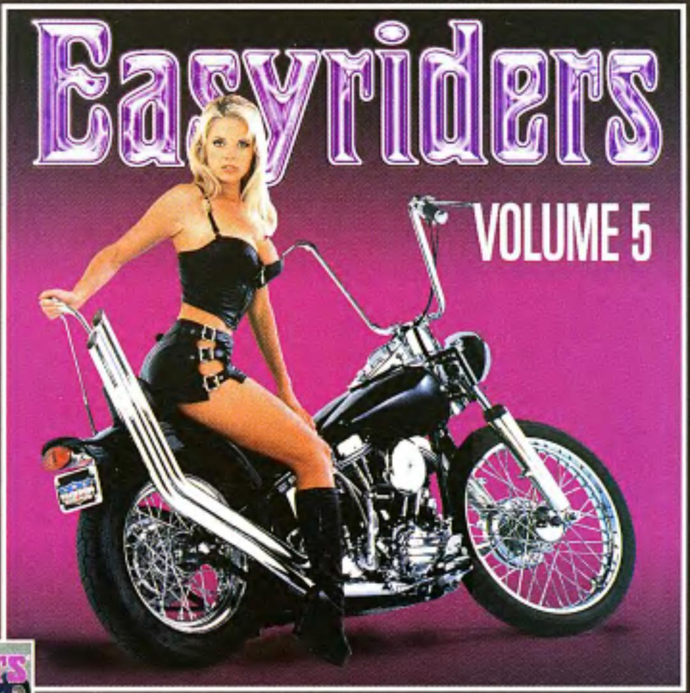

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Interview

Led Zeppelin ushered in the year with the legendery *Led Zeppelin III*, Jimi Hendrix died of a drug overdose, Crosby Stills Nash & Young released the momentous *Déjà Vu*, and our government opened fire at Kent State University in Ohio, killing 4 and wounding 8 students who were protesting the war in Vietnam. Not too far down the road north of Columbus, Ohio, a much-maligned motorcycle organization hired an Oklahoma-raised, enthusiastic motorcycle kid just finishing a doctorate at Ohio University. 1970 brought to our rank and file, Edward Youngblood.

The AMA, motorcycling, and motorcycle people have engulfed the man's life. His accomplishments, successes, and leadership in motorcycling go beyond those of anyone I know. Ed never received the big bucks at the AMA that he could have made elsewhere with his advanced degree. He never gave a shit; the same thing happened to him that has happened to all of us over the years. He became addicted to our world, our heritage, and our fight for freedom.

AMA President Ed Youngblood Moves On

ER: What spurred your interest in motorcycles?

Ed: It's always been an obsession. I can remember when I was a little kid some man would come around the corner on a green Indian Chief, heading into town, and when I heard that bike coming I would stop dead in my tracks and stand there until it disappeared up the road. For as long as I can remember I was obsessed. I'd put the balloons on the spokes of my bicycle so it would make noise and once I had saved a little money, that was the first thing I had to have.

ER: How did the AMA job enter into your life?

Ed: I ended up with the AMA because I was going to dirttrack races every weekend and writing stories for *Cycle News*, trying to make some pocket money. About 1968 I'd finished my master's degree and finished my class work for a doctorate, which was my plan all along, to get a doctorate in English Literature, and suddenly I decided I did not want to be a teacher. About that time I got a phone call from Chuck Clayton at *Cycle News*. He needed a managing editor and I took the job. I was there a little more than two years. I was approached by Russ March at an AMA national championship race track one weekend, and he asked me if I could down to an AMA headquarters and talk to him. He told me about their plans for the magazine; they wanted to make something better than it was at the time and he asked me if I would come aboard with the AMA magazine, so I did. I took the job. I started there in the first of September 1970.

ER: When you started at AMA in 1970 the organization was about 90 percent racing, wasn't it?

Ed: Yes that's basically what it was. It was an amateur and pro-racing organization and there was not a Government Relations Department. It had a lot of road riding and touring clubs, but I can remember when I joined the organization it was under a tremendous amount of criticism from the road riding clubs. I remember going to trade shows where you kind of stepped back from the booth so people wouldn't take a swing at you.

ER: How many people were on staff in those days?

Ed: My guess would be 15 to 20 people at the most.

ER: Did they give you free reign to develop the magazine into a formidable tool to market the organization, or did you encounter political concerns? How long were you the editor?

Ed: Two or three of us worked on the magazine, and it was kind of a result sheet for racing results and it was not included with the membership. People paid two dollars for a membership and an extra five dollars to get the magazine, which had a circulation of about 12 to 15,000 at the most. The AMA did not have a Government Relations Department and kind of our token gesture toward that was the Motorcycle and Allied Trades Association, which was the predecessor of the MIC. They had a guy who did a monthly column in the magazine, usually about some government topic, but that's all there was. There wasn't any real staff doing anything. It just didn't exist yet.

ER: Who was the Chairman of the Board then?

Ed: J.R. Kelly was the Chairman of the Board. We weren't really sure why we were doing the magazine except to get the racing results out. By then *Cycle News* was in the market, and they were getting the same information out quicker than the AMA was, so it was kind of an obsolete product.

ER: Were you the influence behind the magazine being distributed to the entire membership?

Ed: I guess I was part of that process. I met an AMA member, a Ph.D. in communications named Richard Schreiber, and we put together a proposal with the board to hire Schreiber to do a big research project on our communications program. He did surveys to AMA members and focus groups that took about 18 months. He came back to us and said 'Look, what you've got to be doing is telling the membership what's going on. You're fighting this losing rear guard action against the Federal Government over land and highway safety issues, and you've got a magazine that reports racing results, which not many people care about since less than 25 percent of the members subscribe to it.' He told us what we had to do was send the magazine to the full membership and change the message. We had to change the editorial formula and start talking about the government relations problems and mobilizing our own membership to help fight. That was a real serious recommendation because it meant we had to implement a dues increase. But we did it, and it worked. That was probably the very first step in utterly revolutionizing the AMA, and making it what it is today.

Young Ed wearing his Rocketeer outfit.

ER: So the combination of a dues increase, providing the membership with the magazine, which is a communication tool, and the development of the Government Relations Department were instrumental in the '70s.

Ed: The Government Relations Department was started in 1972 and the magazine started going to the full membership in '74, and those were the first two changes toward what the AMA has become today.

ER: After five years as editor of the magazine, what happened next?

Ed: There was a stint there were I guess we were at a state of crisis. Things happened so quickly in the early '70s. Russ March instituted a lot of new programs. Basically what we did was overspend and we ended up in pretty deep financial trouble in 1974. The board dismissed March, and I was the only one left that you'd call a senior staff member, and I'd only been there three or four years. They gave me a position called "general manager," and I was suppose to function as CEO of the organization until they hired a new Executive Director. It took them four years to hire somebody. During that time I ran the AMA and got it turned around financially. I have to credit John Harley a lot with that. John was on board and was the treasurer. The other thing that happened in that period that was real important was that we decided to take aggressive steps toward creating a road riding program. We created a department, hired a person to head it up, and we started the field rep program where we selected volunteers all over the country to speak on behalf of the AMA. We appointed volunteers that went around to different events and meets and in the beginning that was a fire-fighting project. We were just catching hell from road riders.

Ed caught stealing a Waring blender.

ER: But you gained respect during the very challenging Helmet Law Era in the mid-'70s. That was the Joan Claybrook era and also a maturing time for ABATE.

Ed: We developed a real confrontational, aggressive posture toward the Department of Transportation. Actually, you know prior to that I think AMA and ABATE had kind of developed along separate paths. I have always wondered if the ABATE organizations would ever have developed if AMA had been more aggressive in 1969 and 1970 toward Helmet Laws.

ER: You became president of the AMA in 1981. What were your goals then?

Ed: One of the big objectives was membership growth. The board had talked about that for years. It was one of those things that we spent hours talking about at every meeting. It was what I called the 'Silver Bullet,' looking for this one magical thing that was going to make membership grow. Finally, I just said there isn't any Silver Bullet. What you have to do is devote some budget to it, start a marketing program, hire a person to run it, and the only way you get growth is one member at a time, and that's what we did.

ER: Surrounding yourself with professional staff and passing along experience, knowledge, and wisdom gained over 28 years will keep AMA very strong. You have done that very well. Certainly everyone wants to know why you recently resigned.

Ed: Some of it was personal. I had been

there 28 years and had been president somewhere around 18 years. I started to get a little bit concerned about the kind of energy I was putting into the job. It had a little bit to do with my health and so on. In fact, the reason I retired from the FIM was to free up some of my time and get rid of constantly going on international trips. I certainly didn't succeed because all I did was trade with something else. One of the big things was this last year we had kind of a pretty serious health scare in our family involving my wife, who is fine and doing well, but it's the kind of situation that changes your priorities and makes you realize that you're not getting any younger and you'd better start taking some time for yourself. I had been kind of thinking that way for some months and I really needed to make some big changes in my life.

ER: So what's next for Ed Youngblood?

Ed: I have a consulting arrangement with the AMA, and if the organization wants me to, I can advise in their search for new leadership. In fact, I'm available to advise on any issue the Board wants to call upon me for. But for now I'm going to spend the next year taking a little down time, relaxing, spending more time with my family, traveling some with my wife, looking for future opportunities, and, most of all, riding my motorcycle. It's just really pitiful how much motorcycling I *didn't* do when I was at the AMA. I've set myself a goal this year to do at least one good multi-state trip a month during the riding season and otherwise use my motorcycle on a daily basis.

ER: That's a great goal! From your perspective, what's motorcycling future? What should we look for as our biggest enemy out there?

Ed: We're still going to face a lot of serious government relations issues that are going to affect motorcycling. The motorcycle industry is going to continue to face very serious issues involving performance, safety, and emission standards. I think one of the biggest threats to motorcycling is that even if we win a lot of those battles, the motorcyclists have to continue to move toward a product that is available only to the relatively well off. Maybe not even "relatively" well off. Maybe the people who have money and leisure time. There's nothing wrong with that, except what that means is motorcycling is becoming less and less available to young people. People who are working and getting their lives in order, starting families and jobs, don't have discretionary money or discretionary time. Maybe motorcycling in this country can stay healthy as some kind of middle age or retirement age activity. I do think it's a threat and unhealthy for motorcycling that because of the high price of bikes there are relatively few young people getting involved in the sport these days. When most of us started, it was about young people buying inexpensive and enjoyable motorcycles and that's not how it is today.

Ed with some guy we've seen before.

ER: Oftentimes you would write a column, drawing from dues paid over 28 years, which provided insight that many others could not see. We're going to miss your vision and the talent you have in warning us to look out for things. Are you going to continue to write?

Ed: I am going to continue to write. I've submitted material to the *Antique Motorcycle* that is appropriate for that magazine but wouldn't have fit the AMA's magazine format.

ER: You were making an analogy related to the Tobacco Industry that all motorcyclists should pay attention to.

Ed enjoys arm wrestling to this day.

Ed: There seems to be a whole new attack on industries and corporations today that is different from anything we've seen. We've always seen Product Liability suits where a company could be sued for producing a faulty product. But now we're dealing with a concept that an entire industry or an entire product line is wrong or negligent or liable. The two I'm thinking of are tobacco and fire arms. Those are kind of hot-button words and somebody's going to take sides on them. I don't care whether you smoke or not. The point is, here we have an industry that whatever they may have done ethically or unethically, we have generations and generations of Americans that have willingly purchased the product and enjoyed the product, and that could be said for motorcyclists, but suddenly we have state governments suing the tobacco companies for billions of dollars. We have municipal governments that are suing weapons manufacturers for manufacturing handguns. We're not talking about product liability where a product didn't work. Again, a gun is something that is legal if purchased within your permit regulations, etc., and people enjoy them ... target shooting, collectors ... it gives them pleasure. But because guns are sometimes used illegally, suddenly the whole damn industry is being sued for negligence. I would suggest that that's not very far away with what's going on with motorcycling. Here is a product that when used ignorantly, negligently, and stupidly has a certain amount of risk to it; you can hurt yourself with it. But people love them, they get tremendous pleasure from them. Nobody ever forced anyone to buy and ride a motorcycle. I don't think it's a very big stretch of the imagination that if this kind of trend continues in our country, motorcycles could be the next target of this kind of crazy litigation.

ER: Some people are going to say that you're paranoid as shit.

Ed: Oh, yeah, it sounds paranoid as hell, but I will say this. We do have one thing on our side right now, and that is education and some other things at work. The accident and fatality numbers continue to drop, so it makes it awful hard for anyone to really criticize motorcycles from that point of view. We've seen how people react to noise. I can envision litigation that can be aimed at the motorcycle because it's been sold to minors. That could come from parent groups or who knows?

ER: This thought pattern is introduced to us by those in the medical field who

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Photos: Mike Farabaugh, Ed Youngblood's personal archives.

Ed winning at "Paper, Scissors, Rock."

continually tells us the tobacco industry and tobacco smokers are social burdens. So I guess you could be right. These same people feel that motorcycles continually create undue expense in the medical field and, at best, we serve as body part donors.

Ed: The whole public burden concept to me is completely insidious. The public burden concept is the idea that some distinct, definable segment of the population creates a great deal more expense and troubles than the benefit they provide. It's been applied to motorcyclists, it's been applied to unwed mothers, to fat people, you name it. The reason it's a completely insidious idea is that if you carry it to its logical conclusion in a very warped way, it's what the Nazis used to justify what they did in the '30s and it's what the Serbs are using today to justify their behavior. It just comes down to the fact that somebody who is in power decides this segment of the population is a pain in the ass and they're not contributing to our culture so we'll just kill them. If you were going to take that to its conclusion we should just kill all the old people. When they quit working and start drawing social security we just need to kill them. That would sure solve the social security problem. Bullets are real cheap. Those are extreme examples, but it's a real slippery slope. A lot of people in the government and in the academic and medical communities truly believe that we who ride motorcycles are an undo burden on society and that something ought to be done.

ER: Also, in your opinion, one of the arenas where we are most vulnerable is the concern on noise control. There are more loud pipes on the streets than at any time in motorcycling history. How do you regulate that, unless you outlaw aftermarket manufacturers of loud pipes?

Ed: I think the AMA's position on that subject has been misunderstood or incorrectly characterized by some people. The AMA has never said that you shouldn't use loud pipes, that you're bad if you use loud pipes; it's never said they should be banned. What it *has* said is that you must be aware that there are consequences to that behavior. If we as a community, the manufacturers, the aftermarket, the dealers, the consumers, don't, to a certain extent, regulate our behavior, sooner or later somebody's going to regulate it for us—mainly the government, and they will do it in a way that we don't like. That's just not crying wolf, because we already see a clear model in Europe of how that's going to be done. We see technical standards in discussion right now that would create motorcycles that you could not modify, pipes you could not remove coming out of Brussels. What they call it is anti-tampering standards. They plan to fix it so you technically can't change the pipes on your motorcycle by techniques of having the headers pressed into the heads, by techniques of having balls and studs that would snap off when you try to loosen them. They're discussing this kind of thing. The only thing the AMA has said is that if we don't as a community become sensitive to this and regulate ourselves, it's going to happen in ways we really don't like. Now there's another side to this coin. I think it's wrong to put all the responsibility on motorcyclists, because the fact is I would be willing to bet that almost every municipality in this nation currently has noise and nuisance standards that are entirely sufficient. So the question is why are they not being enforced? I'd be willing to bet that Daytona has such laws on the books. Why don't they do something about it? I don't know. But every year at Daytona you see this debate in the newspapers of people writing

in hate mail saying let's get rid of the motorcyclists entirely, kick them out of town. We're too often victims of this black and white thinking where there's no shade of gray. If two motorcycles go up Lakeshore Drive at 2 a.m. with open pipes, and they're clearly breaking the law, the cops ought to be dealing with it and they're not.

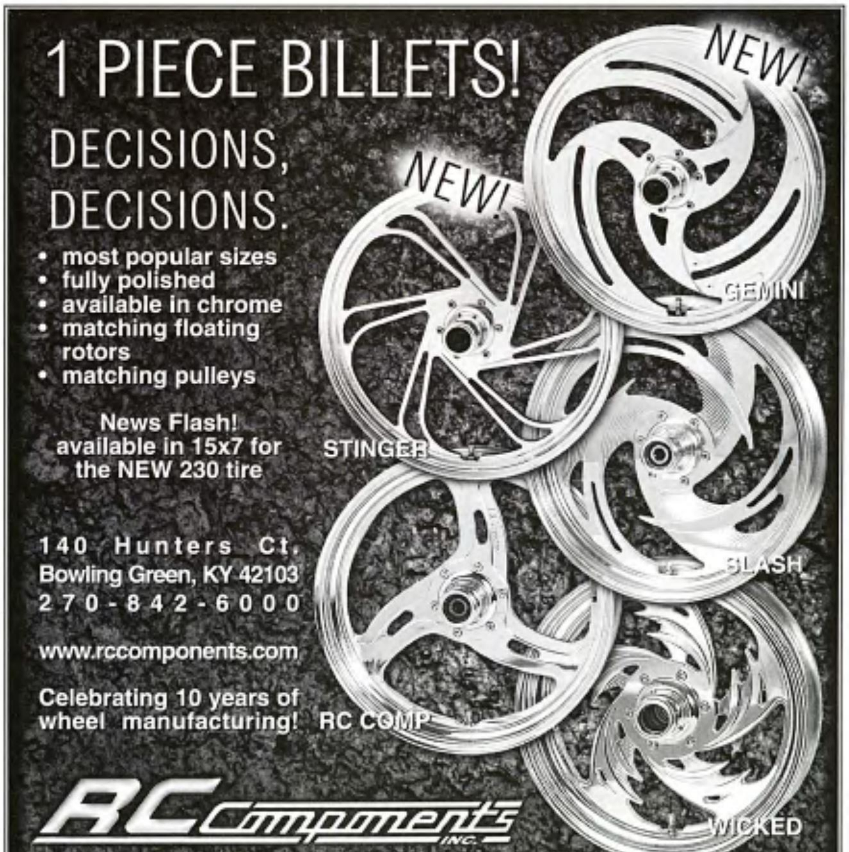
ER: We've come a long way in the past 20 years. We've tripled AMA and SMRO membership, yet there's still so few of our freedom fighters helping us handle the financial burden associated with doing all the work for this ongoing battle. How can we get more brothers and sisters off their collective asses and get them to join the forces?

Ed: I think all of us who are concerned about Government Relations devote so much of our energy to trying to get our message over to the people who are making the regulations. The problem is if you take the AMA membership and membership of all the SMROs combined, you'd probably have less than 10 percent of the motorcyclists in the nation. Somehow we need to all do a better job of telling those nonjoiners what's going on, what the threats are. Do they love their motorcycles? Well if they don't who gives a shit? They'll sell it and get a jet ski or go boating or whatever. We're not concerned about them. But those who want to be here for the future and really do love their motorcycles, they ought to be a member of something. They ought to be members of the AMA and their state rights organization and educate themselves, stay current, read the magazines, watch the Web sites, and help spread the word. Even if they never write a letter to a legislator or get personally involved, their membership dues to that organization helps immensely.

For nearly 30 years now, Ed Youngblood and I have shared rides, life's adventures, bugs, and fought legislators at State Houses across the country. Our friendship means everything. Probably the coolest thing about Ed is that I have never seen the man's ego get out of line. Fact is, these few lines about him will completely embarrass him.

Thanks for those 30 years, thanks for the insight and genius placed into inspirational columns that gained us access to more knowledge. Those thousands of us who have hung in and been in the trenches together are proud to have been in the good fight beside you. We're going to miss your leadership.

Thanks ain't much for 30 years, Ed. You damned well know there's a shithouse full of us who bring it to you from the heart. —Balls



The Real Deal

JIM WEAR'S FAR-OUT '39 FLATHEAD

We're ringin' in the New Year right by featurin' more bikes with heart and big-titted tarts. Not that we're implying that the lovely lady seen here is in any way promiscuous, but she does have a serious set of noggin buffers. As for the bike, Jim Wear of Colorado Springs has a scooter that packs more heart and soul than a dozen high-tech clone bikes. Take a gander at this pristine 1939 Flathead chopper and let it carry you back to the '70s.

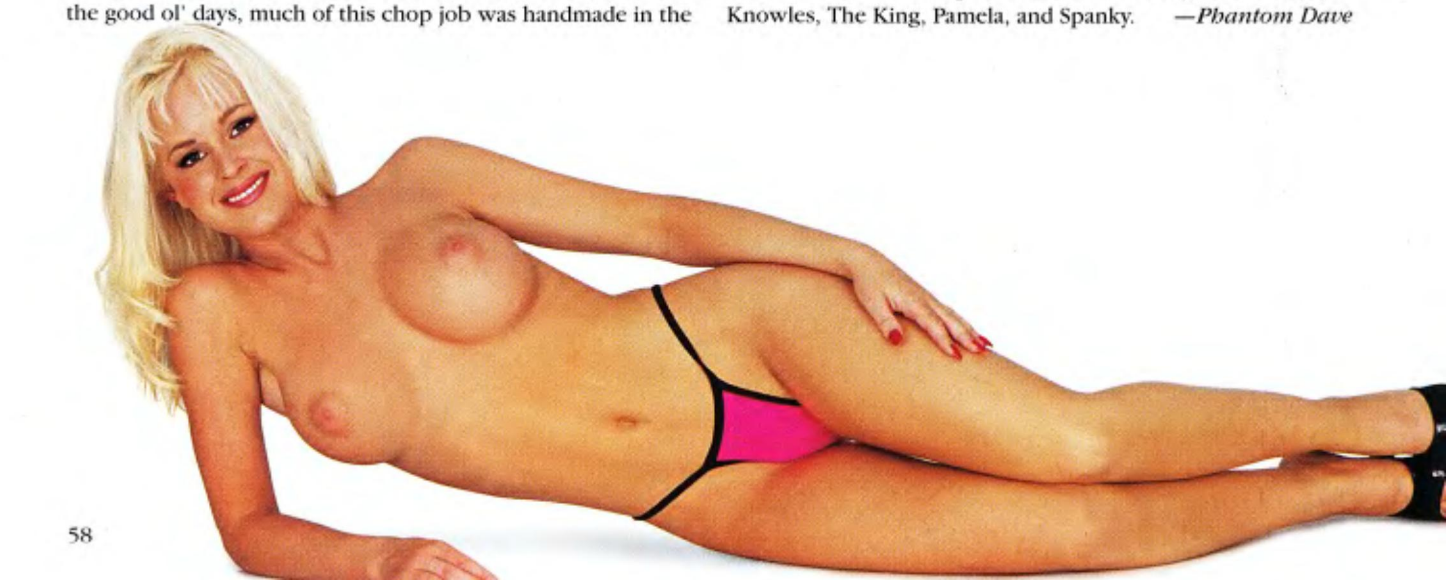
You old-time *Easyriders* readers will no doubt recall a time when the only way to customize your ride was to hack it apart in the garage and start weldin' and fabricatin' into the wee hours over a few brews while Bob Seger's "Roll Me Away" blasted on your eight-track.

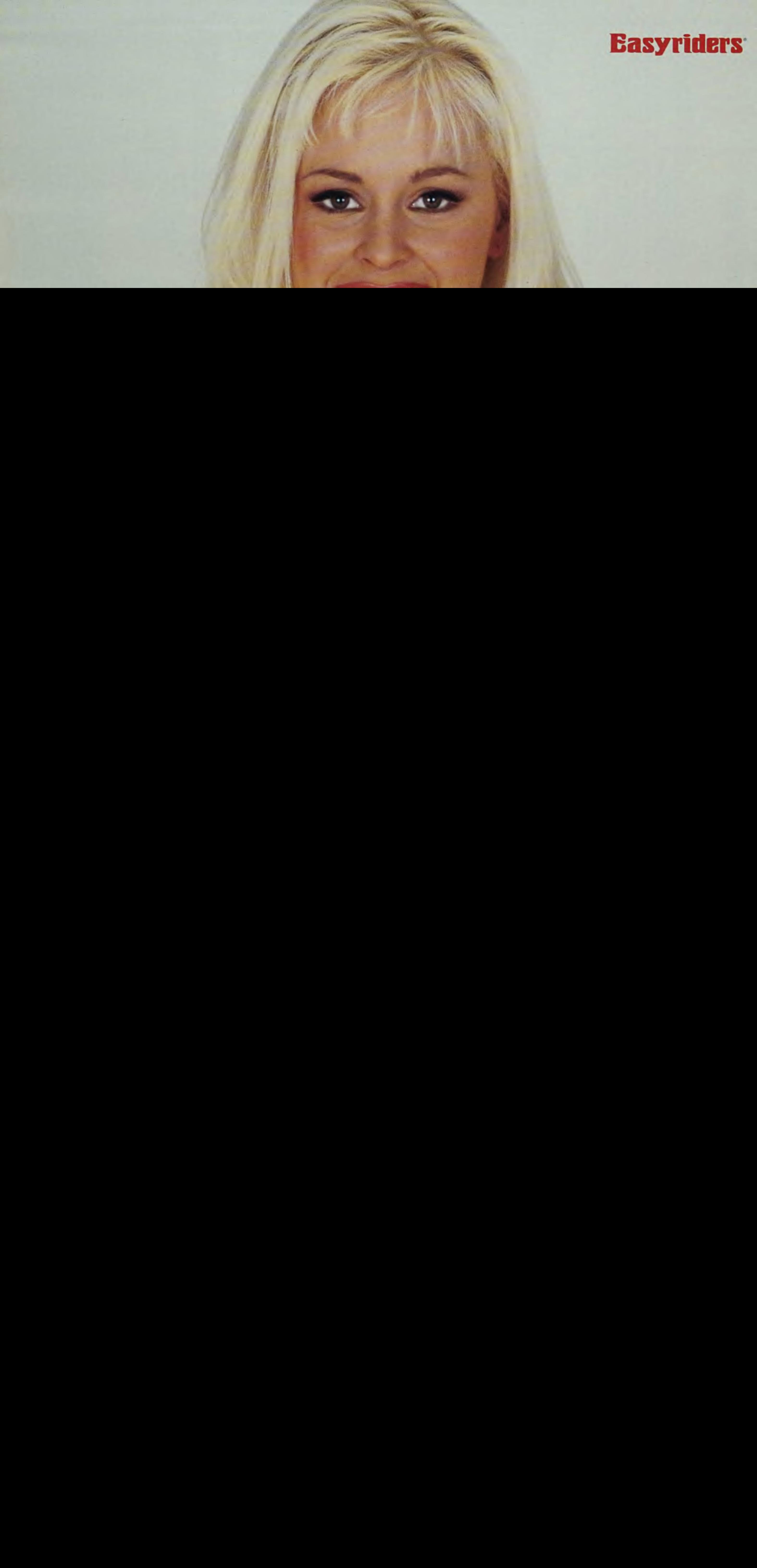
Yep, times change, but we're still all about righteous rides on clear nights and the sound of straight pipes shattering the dreams of the straight world. Ol' Jim here knows all about that. A life-long biker who spends his time creatin' real-deal rides and puttin' together charity runs for good causes can often be seen rollin' down the highway next to the likes of Senator Ben Nighthorse Campbell. I'll bet Jim's ULH rigid by High Country Cycles pretty much drowns out the Senator's Ultra Classic.

This is one of those stories of fierce bike-buildin' determination. It took Jim a total of two years from first conception to finished Flattie. The brothers at High Country assembled the scoot after Bucky put together the bulletproof 80-cubic-inch mill. Rocky hand-crafted the pipes, which run through the oil bag and include flappers to keep the birds from flyin' in there, and Spider handled the too cool flame painting chores. Just like the good ol' days, much of this chop job was handmade in the shop to create a one-of-a-kind rolling masterpiece. For instance, the frame, gas tank, and rear fender are all made out of steel with lead molding and not a touch of bondo, thanks to the talents of J.R. The all-steel rear fender alone was made from 13 separate pieces and features dual 1939 Ford taillights with the original glass lenses. We're talkin' class here, folks.

Take a close look at the motor and you'll see a handmade billet distributor with a Dynatec single-fire ignition and dual coils. Serious go here, for a Flathead. You've just gotta love that they had to special fabricate everything from the manifold for the S&S shorty carb, to the stainless oil lines, spin-off filter assembly, and chain guard. Big Gary pitched in with the special custom flamed fender tip, belt guard trim, and switch box cover. Yeah, this bike shows off a lot of care and a ton of brotherhood. Love went into building this hardtail and that is what it's all about. You off-the-shelf builders out there take notice. This is how it was done when bikers had more ingenuity than dollars, more creativity than catalogs, and for a few true blue brothers of the road ... that's still how it's done.

Jim wants to offer special thanks to Bucky, J.R., Fluffy, Joe Knowles, The King, Pamela, and Spanky. —*Phantom Dave*




Easyriders

C.C.

passin' gas

Working late one night, Oil Can the Harley mechanic was bleeding the hydraulic lines on a new dresser when some brake fluid accidentally squirted into his mouth. "Wow!" he thought to himself. "That stuff doesn't taste too bad at all!"

The next morning, he told the shop owner about tasting the brake fluid and added, "I'm not kidding, boss—it was really pretty good, with a nice kick. I think I'll have a little more today." The top honcho was more than a little concerned to hear this, but he kept it to himself.

Alarmingly, before a week had gone by, Oil Can was drinking as much as a cupful of brake fluid at a time, and by the end of the month, he was guzzling full pint bottles of the DOT 5 several times a day.

By now, of course, the boss was worried as all hell about his head wrench, and he soon pulled him aside. "You know, Oil Can, that brake fluid is poisonous and really, really bad for you," he warned him. "I think you'd better lay off that stuff, don't you?"

"Look, boss, it's not like I have a problem," said Oil Can defensively. "I can stop anytime."

Hotshot
Matchstickin'

Loose Lucy goes to her doctor and arranges for an operation to trim off her vaginal lips, which she feels are much too large. Due to the nature of her plight, she makes the doctor promise to keep the operation a secret because she doesn't want anyone to find out about her embarrassing problem.

Nevertheless, when she wakes up from the surgery, Loose Lucy finds three roses carefully placed conspicuously next to her bedstead. Outraged, she immediately calls in the doctor and says, "I thought I asked you not to tell anyone about my operation!"

"Don't worry, I didn't," the doc assures her. "The first rose is from me, because I felt badly that you went through this all by yourself. The second rose is from my nurse, who assisted me with your procedure and who once had the same operation herself."

"But who's the third rose from?" asks Loose Lucy.

"Oh, that one," says the surgeon. "That's from a guy upstairs in the burn unit—he wanted to thank you for his new ears."

Spaceman
Scotia, N.Y.

Three bros who worked together decided to treat their ol' ladies to a week's vacation in Las Vegas. The week flew by, and everyone had a great time at the gambling mecca. After they returned home and the men hustled back to their jobs, they sat around at break time and discussed their vacation.

The first bro said, "Man, I don't think I'll ever let my ol' lady near a craps table again! Ever since we got back, she's been flinging her arms around like crazy and hollering '7 come 11!' all night long, and I haven't managed to get a bit of sleep!"

"I know what ya mean," said the second. "My ol' lady played blackjack the whole time we were there, and now she slaps the bed all night long in her sleep and screams, 'Hit me light or hit me hard!' and I haven't been able to cop any Zs either!"

The third bro butted in, "You turds think you got it bad? My ol' lady hit the slot machines every minute we were there, and now I wake up every morning with a sore dick and an ass full of quarters."

Tom Eggers
Ormond Beach, Fla.

On the eve of his wedding night, the young bro asks his mother the following question: "Mom, why are wedding dresses white?"

The mother tells him, "Son, the white dress is to show the whole town that your bride is pure and chaste and sweet." The son thanks his mom for the info but decides to double-check this with his father, who's out in the garage.

"Hey, Dad, why are wedding dresses white?" he asks.

The older man puts down his tools, looks at his son earnestly, and tells him, "My boy, *all* household appliances come in white."

TWIX Bar
West Chester, Ohio

Tiny's ol' lady had been royally busting his balls about his three-pack-a-day cigarette habit, and she'd finally got him to agree to smoke only at home, and then only after they'd finished having sex.

After about a week into the routine, one of her co-workers inquired how the new plan was coming along.

"Well, not too bad," said Tiny's ol' lady, easing off a pillow she'd placed on her chair and limping toward the photocopy machine. "He's down to about a pack a night now."

Doc Tillis
Lone Mesquite Ranch

Joe Citizen is in bed with his wife when he hears a *rat-a-tat-tat* at the door. He rolls over and looks at his clock—half-past three in the morning! And the knocking continues. "Aren't you going to answer that?" asks his wife, so he reluctantly drags himself out of the sack and tromps downstairs.

He opens the door, and standing there on the stoop is a big, burly biker, obviously shitfaced.

"Hey, there, mister," slurs the scooter jockey. "Can ya give me a push?"

"Hell no!" yells Joe. "It's half-past three in the morning, you asshole, and I was in bed! Get lost!" With that, he slams the door in the biker's face.

But when he tells his wife upstairs what happened, she admonishes him, "That wasn't very nice of you, dear. Remember that night we broke down in the pouring rain on the way to pick the kids up from the babysitter, and you had to knock at that stranger's house to get us started again? What would've happened if *he* had told us to get lost?"

"But this guy's drunk as a skunk," protests Joe.

"Doesn't matter," she insists. "He needs our help, and it would be the Christian thing to do."

So the husband crawls out of bed again, throws on a robe, and goes back downstairs. He opens the door, and not being able to see the biker anywhere, he shouts into the night, "Hey, pal, do you still want a push?"

"Yeah, please, mister," cries out the voice.

Still unable to see the biker in the dark, Joe shouts, "Where are you?"

"I'm over here," comes the reply. "On your swing."

Terry W.
Wild Wild Web

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Jim Wear
City:....Colorado Springs, Colorado

General

Fabrication: ....High Country Custom Cycles
Year/make: ....1939 H-D
Model: ....ULH
Assembly: ....High Country Custom Cycles
Chroming: ....Alumi-Chrome

Engine

Year/model: ....1939 ULH
Rebuilder: ....Bucky
Ignition: ....Dyna single fire
Displacement: ....80 cubic inches
Lower end: ....factory
Pistons: ....NOS
Cases: ....stock
Heads: ....factory
Cam: ....H-D
Carb: ....S&S Super E, handmade manifold
Pipes: ....handcrafted
Modifications: ....CCI-modified air cleaner

Transmission

Year: 1939
Shifting: ....police hand-shift
Modifications: ....close-ratio gears

Paint

Molding: ....J.R. Balljager
Painter: ....Spider
Color/type: ....candy apple shades, yellow flames/lacquer
Special paint: ....mural by Spider

Frame

Year/type: ....1996 rigid
Builder: ...High Country Custom Cycles
Modifications:3-inch stretch, one-piece frame, tank, and rear fender

Accessories

Bars: ....baby apes
Risers: ....Paughco
Handlebar controls: ....Ness
Fenders: ....Jesse James front/handcrafted rear
Headlight: ....Paughco
Taillight: ....1939 Ford
Speedo: ....no way
Pegs: ....footboards/KüryAkyn
Foot controls: ....foot clutch/hand shift
Electrics: ....minimal
Gas tank: ....Sportster
Oil tank: ....custom
Oil system: ....handcrafted stainless lines
Primary cover: ....open, 3-inch belt
Seat: ....handmade gel/leather
Sissybar: ....handmade
Mirrors: ....trick
Grips: ....early H-D

Forks

Type: ....wide glide
Builder: ..High Country Custom Cycles
Modifications: ....shaved legs

Wheels

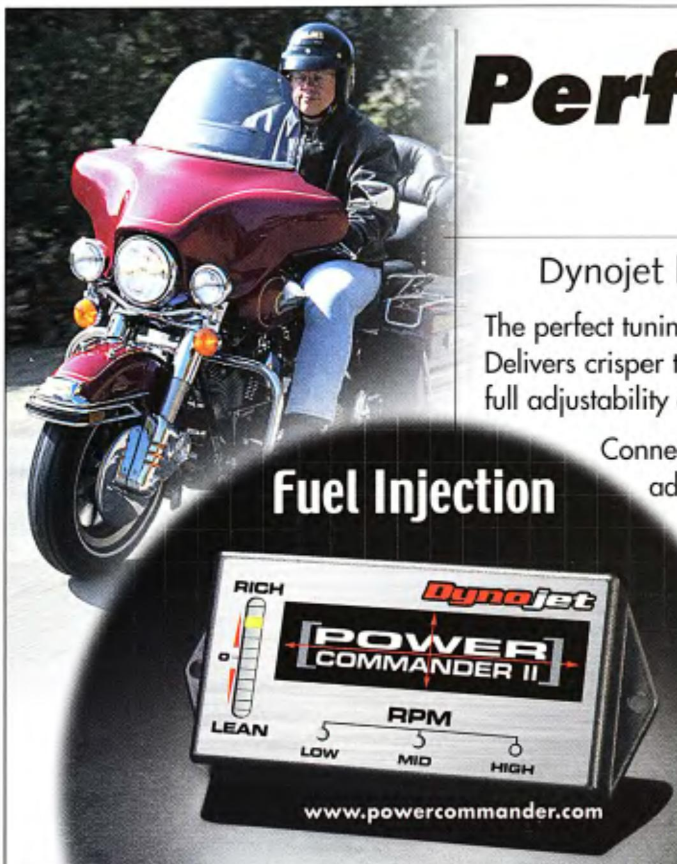
Front

Type: ....80-spoke, American Wire Wheel
Size: 21-inch
Tire: ....Avon
Brake: ....dual disc

Rear

Type: ....Timken
Size: 16-inch
Tire: ....Avon
Brake: ....H-D drum

Photos: ....Michael Lichter



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Camshaft Guide

We all know that until the arrival of Harley's new and improved Twin Cam power plant, the performance of a stock Evo Harley was pretty, uhh, conservative, to say the least. To remedy this embarrassing problem, most riders first elected to "tune" their hogs. They usually bolted on a set of performance exhaust pipes, rejetted the carburetor, and slapped a free-flowing air cleaner on for good measure.

You can do that too, and it'll satisfy you for a while. You'll be the king of Main Street. Well, that's until some dude from out of town, riding a tricked-out FXR, blows your shades off at the traffic light on cruise night, leaving you three blocks behind in a thick cloud of burnt rubber and melted asphalt.

If you want more kicks out of your ride, you'll have to feed that engine of yours. And the only way to properly power it up, is through the use of a camshaft that's suited to your particular needs. Keep in mind that engines that are used on the street will perform better with a milder increase of lift and duration than more radical grinds. It's true that "bigger" cams produce higher peak output at high rpm, but on a relatively stock engine, a milder cam may feel much better to you for day-to-day riding.

To give ya an idea of what's on the market today in terms of cams, we put together this li'l guide, listing various reliable sources for camshafts. The choice is yours, but make sure that you get as much expert advice and information as you can before you select a camshaft profile. The right choice will make a world of difference in the way your bike feels, and riding it will always put a big smile on yer mug.

—Lafayette

ANDREWS

Starting in the early '70s and continuing though the present, Andrews Products has used the latest technology and state-of-the-art equipment to design and manufacture camshafts. They offer a complete line of cams to fit most Harley-Davidson engines, including the new Twin Cam. Unlock the hidden performance potential of your bike with Andrews' wide selection of camshafts. They are all made from the highest quality material, and precision ground to the most exacting tolerances in the industry. For more information call or write for their free 36-page catalog.

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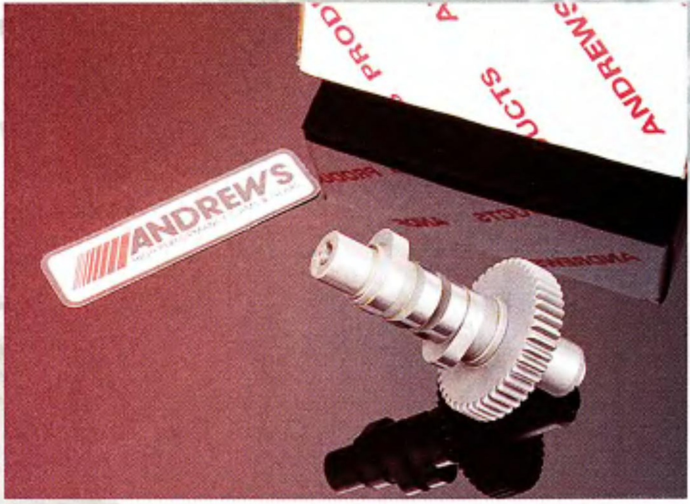

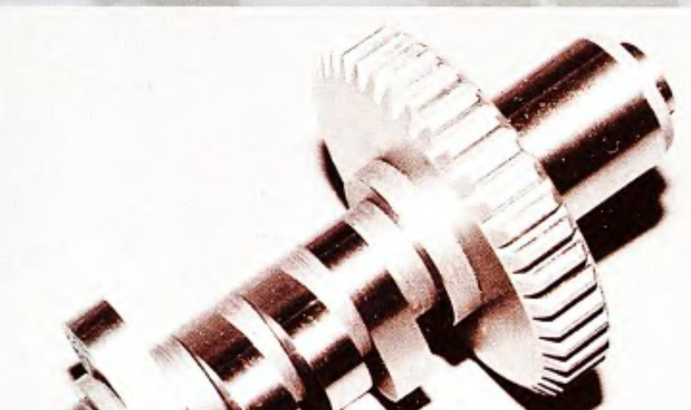

AXTELL

Axtell Sales, Inc., manufacturer of the highest quality big bore cylinders and pro street performance products, now stocks a .600 lift camshaft for Evolution big twins. This new cam is for the customer who wants stump-pulling bottom end performance. This cam will increase torque that is produced in the lower rpm range, without sacrificing top end performance. It is recommended for 97-cubic-inch to 106-cubic-inch motor combinations and can be easily installed with its short TDC lifts.

If you are running a different engine configuration, Axtell still has plenty of goodies for you. And we were told that they are currently developing performance components for the Twin Cam 88.

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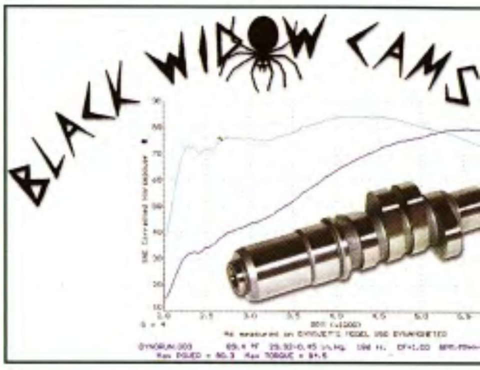

BLACK WIDOW CAMS

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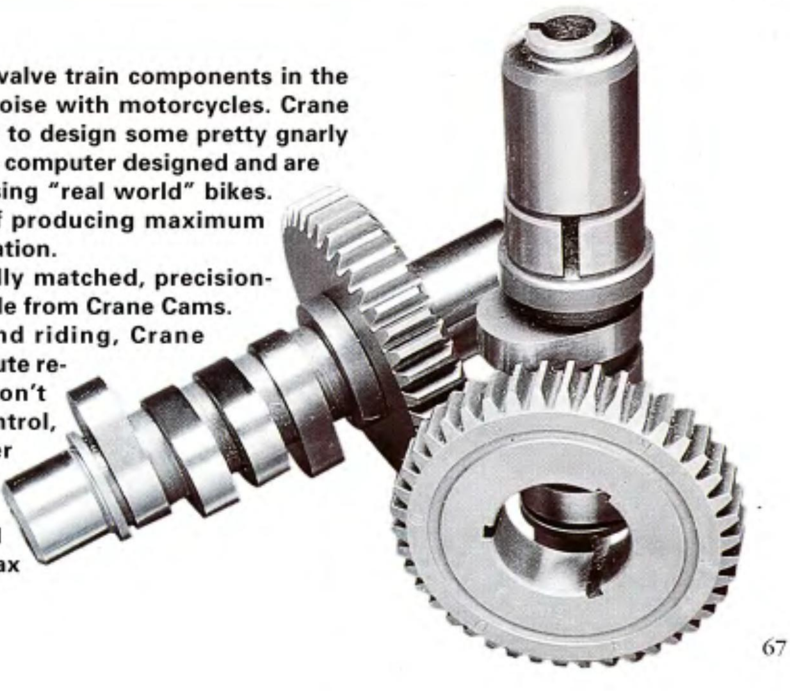
Black Widow Cams • P.O. Box 1461 Sisters, OR 97759 • (800) 308-3211 (phone/fax) • www. sharplink.com/ bwcams

CRANE

The leading manufacturer of performance valve train components in the automotive field is also making a lot of noise with motorcycles. Crane Cams is using its expertise and equipment to design some pretty gnarly bumpsticks for yer hog. These bad boys are computer designed and are tested in racing and street applications using "real world" bikes. This ensures that each cam is capable of producing maximum torque, horsepower, and rpm for its application.

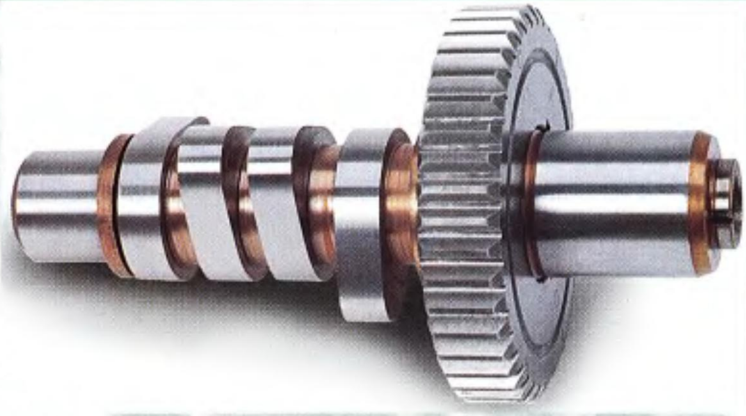
Powerful cams require the use of equally matched, precision-made valve train components, also available from Crane Cams. For all-out competition or just weekend riding, Crane products offer maximum power with absolute reliability for any Harley enthusiast. But don't take our word for it. Drop the remote control, get on the horn, or spank your computer mouse to find out more about Crane.

Crane Cams • 530 Fentress Blvd., Daytona Beach, FL 32114 • (904) 252-1151 (904) 258-6174 (tech line) • (904) 258-6167 fax www.cranecams.com.



EASYRIDERS CamshaftGuide

EDELBROCK



Now you can get a dyno-matched camshaft that delivers proven performance for your Edelbrock-equipped Harley. Edelbrock engineers have tested these cams with Edelbrock cylinder heads, manifolds, QwikSilver II carburetors and Edelbrock/JE pistons. These dyno tests prove that the Edelbrock Total Power Package provides outstanding torque and horsepower for a bike that accelerates throughout the power band. It's a "no guesswork" combination of engine components. Match the Performer-Plus cam #1740 with Edelbrock Performer heads for power in 80-cubic-inch motorcycles. Performer RPM cam #1741 matches with Performer RPM heads for awesome power in 80-inch high-performance bikes and big-cube engines.

Edelbrock Corp. • 2700 California St., Torrance, CA 90503 • (310) 781-2222 • (310) 533-0844 fax • www.edelbrock.com

REVTECH

RevTech cams for big twins were developed alongside a wide range of performance products available from Custom Chrome, Inc. They are available in many different configurations, so you can choose the right one for you. No matter which one you pick, it will dramatically increase your motorcycle's power output.

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You will get all the help you need at your Custom Chrome distributor. To find a distributor near you call (800) 729-3332. You can also order your own catalog or check the official Custom Chrome Web site at www.customchrome.com

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S&S is probably the most famous supplier of Harley-Davidson performance components. They offer engine builders more than they need to keep a motor running strong. From carburetors and air cleaners, to turn-key performance power plants, S&S has all bases covered. This, of course, includes valvetrain components for all American V-twin applications, from the venerable Panhead, and Shovelhead, the modern Sportster, Evo, and last but not least, the Twin Cam.

S&S takes pride in offering you the very best camshaft kits that money can buy. They ensure this by testing their products both on the racetrack and on the street. As a result, you end up with a package that's guaranteed to pull some serious Gs.

S&S Cycle, Inc. • Box 215, 14025 County Highway G, Viola, WI 54664
(608) 627-1497 • (608) 627-1488 fax • www.sscycle.com

SIFTON

Tom Sifton tried hundreds of experimental cam shapes until he found one where he was able to open and close the valves with a smooth action that wasn't hard on the engine components. While developing his camshafts, he came with the idea of using double valve springs (these would soon become standard equipment throughout the industry).

Tom also reasoned that since pushrods have to go up and down and accelerate so fast, the lighter they were, the better (of course provided they were strong enough). This is how he designed and developed stiff, hollow, high-strength aluminum pushrods (yet another industry standard).

By putting his technical innovations together in 1926, Tom built an engine that was better than any factory-built motor at the time. That was 73 years ago. Sifton is still going strong, and so will you, if you use their products.

Sifton Motorcycle Products • 943 Bransten Rd., San Carlos, CA 94070 • (650) 592-2203 • (800) 227-1962 • (650) 592-2810 fax Sifton@ix.netcom.com

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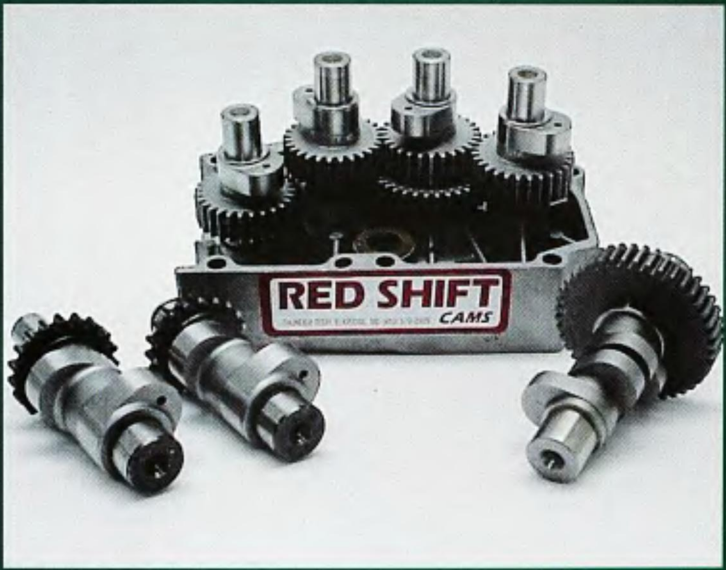
V-Thunder camshafts are the ultimate in power on the street or in competition ... and that's all you need to know. Well, all right, if you really want the whole catchy speech, here it is: Each V-Thunder camshaft profile is backed by hundreds of hours of motorcycle and dyno testing. These cams provide added punch at all levels of performance for many Harley-Davidson applications. They are made of SAE 6150 bearing-quality steel and induction-hardened for optimum surface longevity.

V-Thunder, a division of Competition Cams, Inc. • 3406 Democrat Rd., Memphis, TN 38118 • (800) 967-1066 • (901) 366-1807 fax • www.vthunder.com



ZIPPERS

Zipper's Performance, well known for their success at the drag strip, supplies cams for big twins and Sportsters for street and strip applications. Zipper's is the exclusive source for Red Shift Cams, which have dominated nearly all forms of H-D racing over the past decade.

Zipper's expertise can guide the engine builder in the best selection of grind by keeping in mind the usage of the bike, degree of modification to the whole engine and thus prescribe the resulting optimal torque curve.

Zipper's specifies that Red Shift Cams be made from 8620 steel billet and then are heat treated, finish ground and finally degreed by hand in high-tech fixtures to ensure cam timing accuracy. It doesn't get better than that now, does it?

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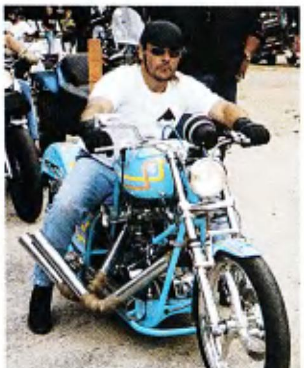
Old-school and awesome. —*Michelle Vanhoy, Myrtle Beach Rally, S.C.*

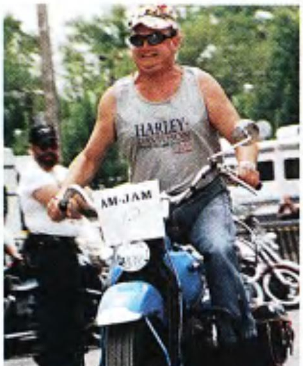
The eagle has landed. —*Mark Fountain, Chrome and Steel Photography, Omaha, Neb.*

Holy moly, Kimberly's wicked in a wicker. —*Nate Ullrich, Clinton, Iowa*

Mule Day '99. —*Nathan and Sandra Barnes, Columbia, Tenn.*



—*Benoît Degrelle, Daytona '98*



—*Don Brayton, Am-Jam '99*

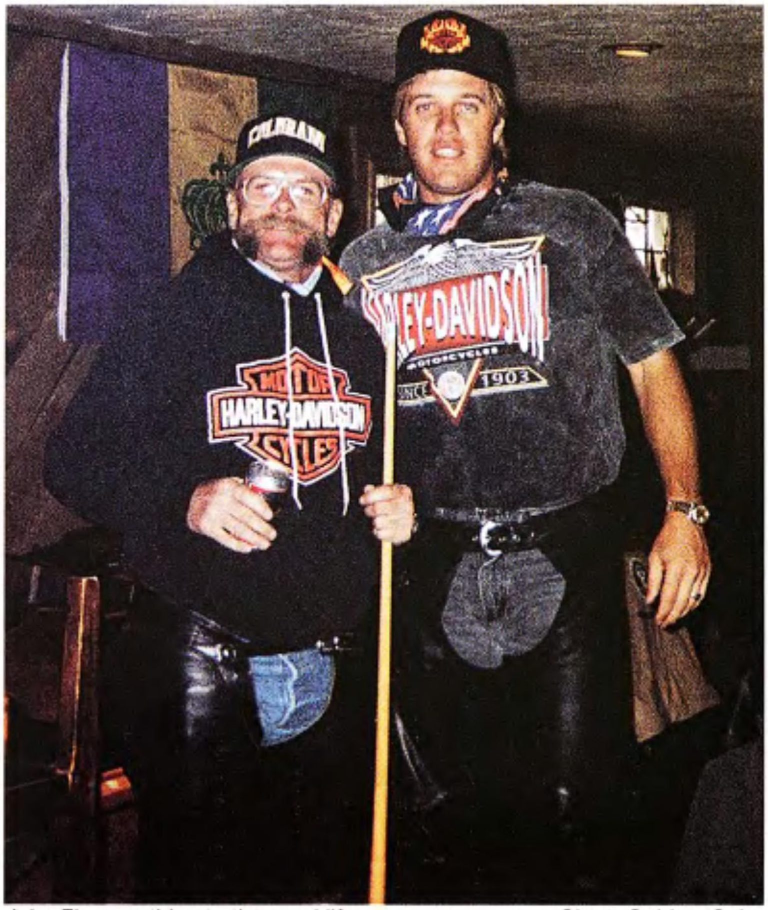
I'm speechless. —*Dayne Burg, Glen Rock, Pa.*

Reading and riding with Brett down on the border. *—Edgar, Calexico, Calif.*

"Marty, Fall Run 1998." *—Regina Fallon, Charlemont, Mass.*

—*Jamie Padterson, Gulfport, Miss. Blowout '99*

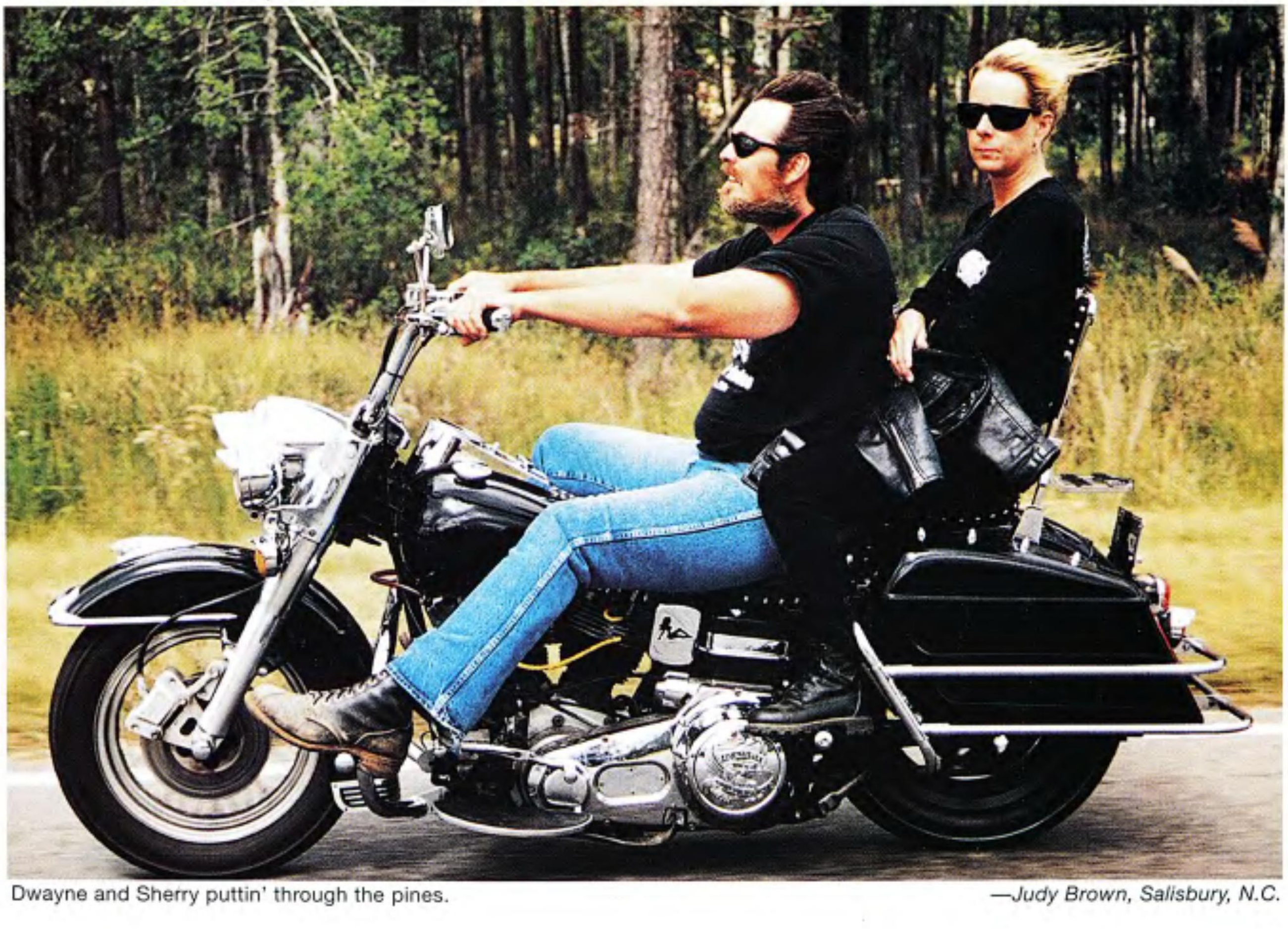
—*Shadetree Photography, Carlisle, Ky.*



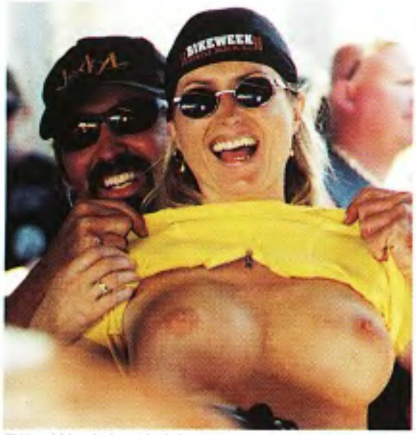
John Elway, retiring to the good life. —*Chew, Golden, Colo.*

Ol' bros, Lou Kimzey and Keith Ball (seated) with the office rat Pan, circa 1975. —*Pete Chiodo, Burbank, Calif.*

Showin' 'em off at the Gulfport Blowout —*Steve Perry, Laurel, Miss.*



Dwayne and Sherry puttin' through the pines. —*Judy Brown, Salisbury, N.C.*

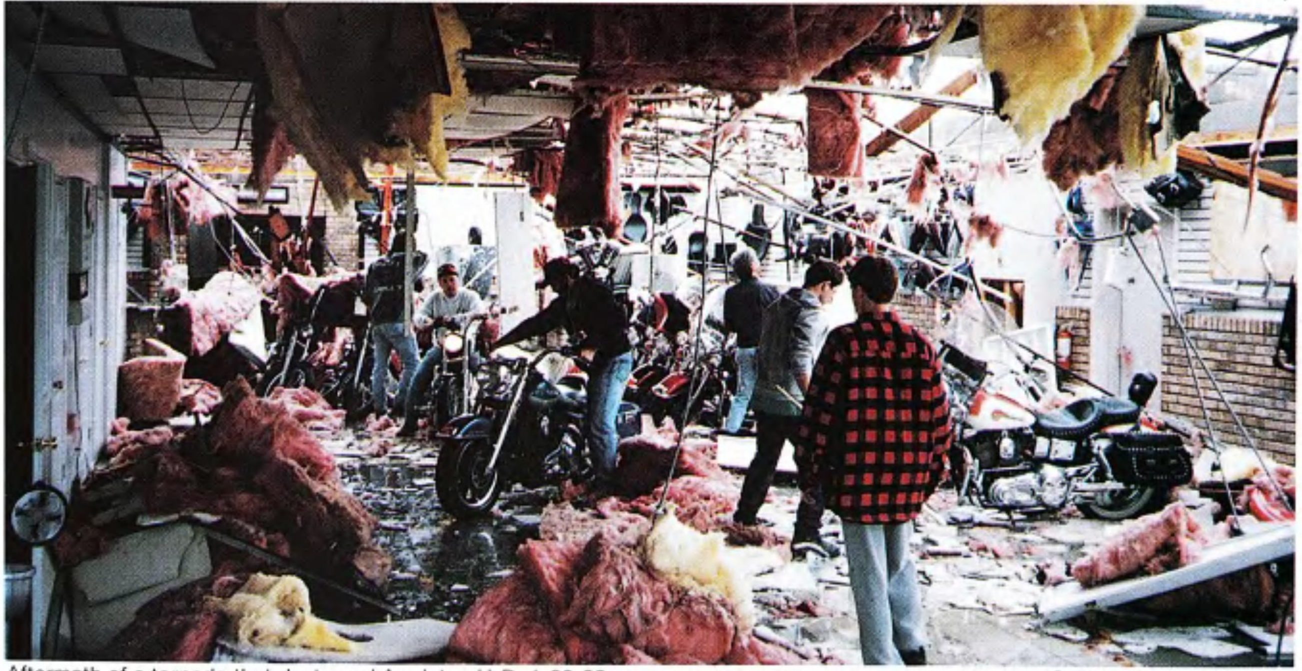


Bike Week boob blast. —*Jack Pierson*

Fill 'er up with rust. —*Ray Owens, Welcome, N.C.*

Maverick, Milw. P.D. '52. —*Glenn Hangard*

Rebel love from the Bluegrass girls at Little Sturgis, Ky. —*Cary Dowdy*



Aftermath of a tornado that destroyed Appleton H-D, 1-22-99. —*G-Man, Clarksville, Tenn.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Memorial Day '99 Run For the Vietnam Wall Experience. —*Owen Kudor, Pensacola, Fla.*

The Minx on the road. —*Nicole Mulder, Waterloo, Iowa*

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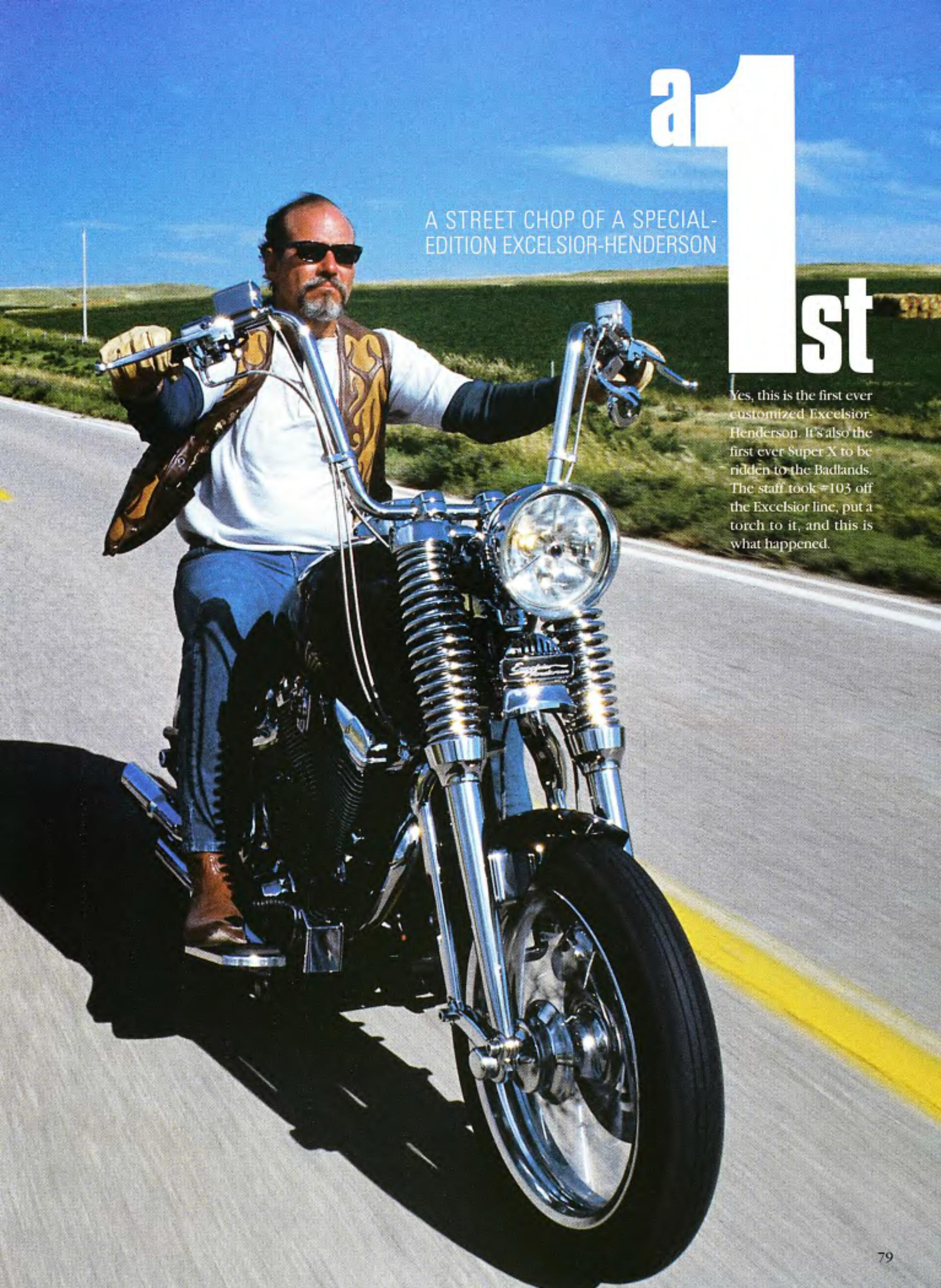


a 1st

A STREET CHOP OF A SPECIAL-EDITION EXCELSIOR-HENDERSON

Yes, this is the first ever customized Excelsior-Henderson. It's also the first ever Super X to be ridden to the Badlands. The staff took #103 off the Excelsior line, put a torch to it, and this is what happened.

The majority of the modifications took place at Hi-Tech Custom Cycles in Van Nuys, California. Here's the deal. It was and still is predominately a stock Super X. The notion was to give the bike some attitude, and not screw with the integrity of the frame or the driveline.

The engine, tranny, and electrics never left the chassis. The rear of the scoot remained unchanged except for the addition of a 150 Avon. This was strictly a sheetmetal customizing job. Marty Ruthman of Hi-Tech removed the front and rear fenders and replaced them with seriously bobbed Jesse James (West Coast Choppers) jobs. He raised the front of the gas tank one inch, filled the cups in the sides of the tank, and replaced it. Marty also took off all the brakes, rear pulley controls, and rear pulley and sent them to Faith Plating for a mirror finish. The hoses and control lines were replaced with braided steel lines from Barnett and custom cables from Hi-Tech. The bars and turn signals were removed and replaced with 14-inch apes, and the headlight was replaced with a Headwinds unit. By the way, the most popular headlights sold by Drag Specialties are the Headwinds make. Could it be that since

Headwinds owner Joel Felty only makes headlights he puts his heart and soul into it?

Marty also chromed the rear legs of the front end and we initially decided on a 19-inch front wheel. Since the spokes weren't available we went to the famous Buchanan's, experts for new spokes, and got one of their Sun Rims. When putting together a custom bike, sometimes the simplest things (like getting a spoked wheel together) can become a monumental task ... especially when time is of the essence. As it turned out, the rim wouldn't go to the chromer for a couple of days. After quick calculations, we determined that would put the wheel in our hands the day after the bike left for Sturgis. An aluminum rim was considered, but then we got a call from Buchanan's as the clock was ticking down. The wheel was done and would be delivered the next day. It arrived in time but was an inch too short; an 18-inch rim was laced in place of the 19. What the heck, the bike rolled that way.

We faced another time crisis when it came to the seat. Keith, of Keith's Seats, called us from Florida and asked if he could get involved. We explained the time crunch and Keith over-nighted a seat pan, which Marty fitted to the frame, then slapped back into the package and back into the mail. It arrived the day after the bike left the shop for the ride out. Some scrambling took place and a Corbin solo was fitted to the frame.

On the positive side, Marty and his crew blew through the project, even while two of his mechanics made a mass exodus. He spent weekends and Mondays working on a bike he'd never encountered before. He's that type of motorcycle freak. He needs to know everything that's going on, how to do it, how it's built, where it comes from, etc. Marty requested a wiring diagram, and the factory sent him one—a blueprint that we could wallpaper the shop with—but it did the trick. In addition to hammering the sheetmetal aspect of the project, Marty

took up his machinist's time (Jim), developing a set of covers. Jim calculated and manufactured caps for the axles, axle adjusters, fuel-injection sensors, and the ultimate product was the base for the dual Excelsior turn signals gone taillights. The billet base also held the license plate frame/mud flap. Jim also manufactured a custom lowering kit for the rear end.

Six weeks of grit and determination later, the first custom Excelsior-Henderson made the trek to Sturgis with flying colors, being pushed to the limit over every mile. It's actually the first new Excelsior-Henderson to make the journey from L.A. to Sturgis, period.

—K. Randall Ball

Owner: ....KRB
City: ....San Pedro, California
Fabrication: ....E-H/Hi-Tech Custom Cycles
Year/make: ....1999 Excelsior-Henderson #103
Model: ....Super X
Assembly: ....Hi-Tech Custom Cycles
Chroming: ....Faith

Engine
Year/model: ....1999 Super X
Rebuilder: ....none
Ignition: ....electronic
Displacement: ....85 cubic inches
Lower end: ....stock 50 degrees
Pistons: ....factory
Balancing: ......Excelsior-Henderson
Cases: ....wrinkle finish aluminum
Heads: 4-valve
Cams: ....twin overhead cams
Carb: ....twin 44m port injection
Air cleaner: ....Excelsior-Henderson
Pipes: ....E-H staggered dual

Transmission
Year: 1999
Modifications: ....none

Paint
Molding: ..Al Martinez Body & Paint
Painter: ....Al Martinez
Color: ....black
Type: ....Acrylic enamel
Special paint: ....airbrush by Dan Scholz

Frame
Year: 1999
Builder: ....Excelsior Henderson
Type: ....mono-shock
Wheelbase: ....62.9 inches
Other alterations: ....chromed pulley

Accessories
Bars: ....California Design
Risers: ....Excelsior-Henderson 14-inch apes
Handlebar controls: ....factory, chromed
Headlight: ....Headwinds
Taillight: ..twin Excelsior-Henderson turn signals
Speedo: ....Excelsior-Henderson
Dash: ....Excelsior-Henderson
Pegs: ....E-H footboards
Foot controls: ..Excelsior-Henderson
Electrics: ....Excelsior-Henderson
Gas tank: ....5-gallon E-H, modified
Oil tank: ....dry sump system
Primary drive: ....gear-driven E-H
Seat: ....Corbin
Mirror: ....Paul Yaffee
Grips: ....Excelsior-Henderson

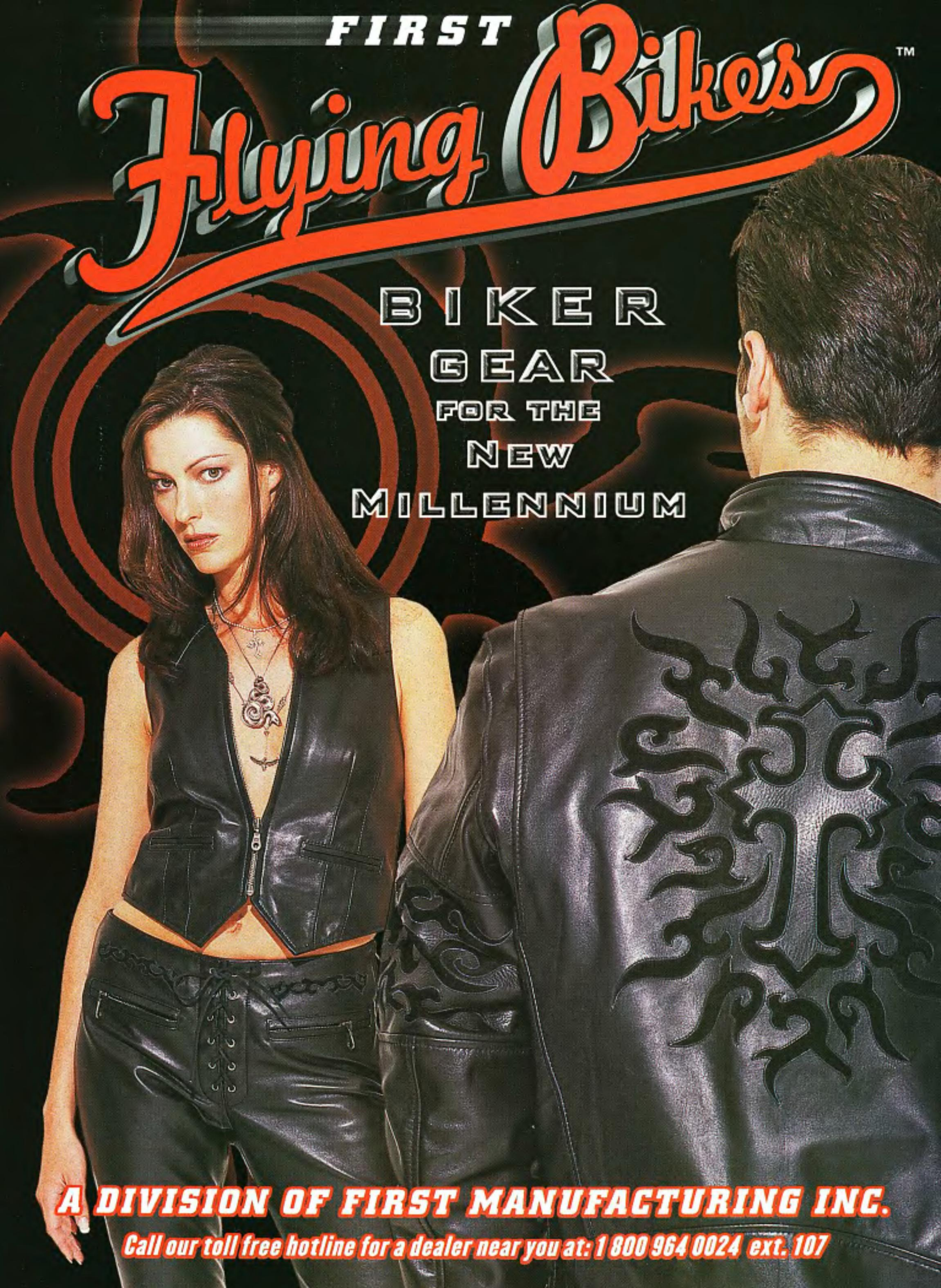
Forks
Type: ....anti-dive Leading Link
Builder: ....Excelsior-Henderson
Modifications: ....rear legs chromed by Faith

Wheels

Front
Type: ....spoke
Size: 18-in
Hub: ....E-H
Tire: ....Avon
Brake: ....E-H

Rear
Type: ....spoke
Size: 16-in
Tire: ....150 Avon
Brake: ....E-H

Photos: ..Mike Lichter, Markus Cuff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FoxHunt

Meet August's Winner

Over the years you'll meet all kinds of women, from the beautiful-but-pushy, to the tasty-as-sweet-potato-pie-but-harsh on-the-eye type. This month, with Teresa, from the middle of the Bluegrass State of Kentucky, we've got the best of both, a delectably tempting full serving of Southern geniality. Fuck it, she's a stone fox with a heart of gold. And sexy too. Teresa loves going to events like the Columbus Invitational Bike Show where she's competed in the Calendar Girl contest, and the Easyriders Rodeo in Chillicothe, Ohio, the last three years with her ol' man, Chicago. Maybe you recognize her from when she was up on the stage winning the fans' approval for the Trophy Girl in 1998, and later had folks ogling her as she sashayed around the campground in a thong. Teresa is a stay-at-home mother of four. Can you believe it? She rides her own Sportster 883 and enjoys the family's antique scoot collection, especially the '48 WL sidecar. Her background is as a graphic artist. See her get graphic with football player Stanley Richard's bike on page 99. —***Loudmouth***

Ginger—Pennsylvania

#101

"He took me down an onramp onto a jivin' freeway at 90 mph. Yee Ha!"

Carolyn—Ontario, Canada

#102

"My first ride was when I was four. I felt like a little princess. Twenty-two years later, I feel like a queen."

Kimberly—New York

#103

"I felt a total sense of freedom and power. Harleys and their riders are a total turn on!"

Mindi—Florida

#104

"I 've grown up with Harleys and could never imagine not having one around!"

Robin—Michigan

#105

"My first ride was last summer with my friend Robert. It was almost better than sex, but not quite."

Sheila—Texas

#106

"Nothing on earth feels better than holding onto my babe's package, when I'm cruising on the Harley."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #319 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes December 1, 1999. The voting deadline for this month's crop of cuties is December 31, 1999. We'll print the winner in the May 2000 issue.

Here she is, bros, the September 1999 winner in our monthly Fox Hunt, Kimberly, #905, from Wichita, Kansas. See more of her next issue.

319

FOX HUNT
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91376-3000

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Model's Name__________
Address __________
City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
I am ____ years of age, born__________
I will pose Fully Nude __________
Model's Signature __________

Photographer's Name__________
Address __________
City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

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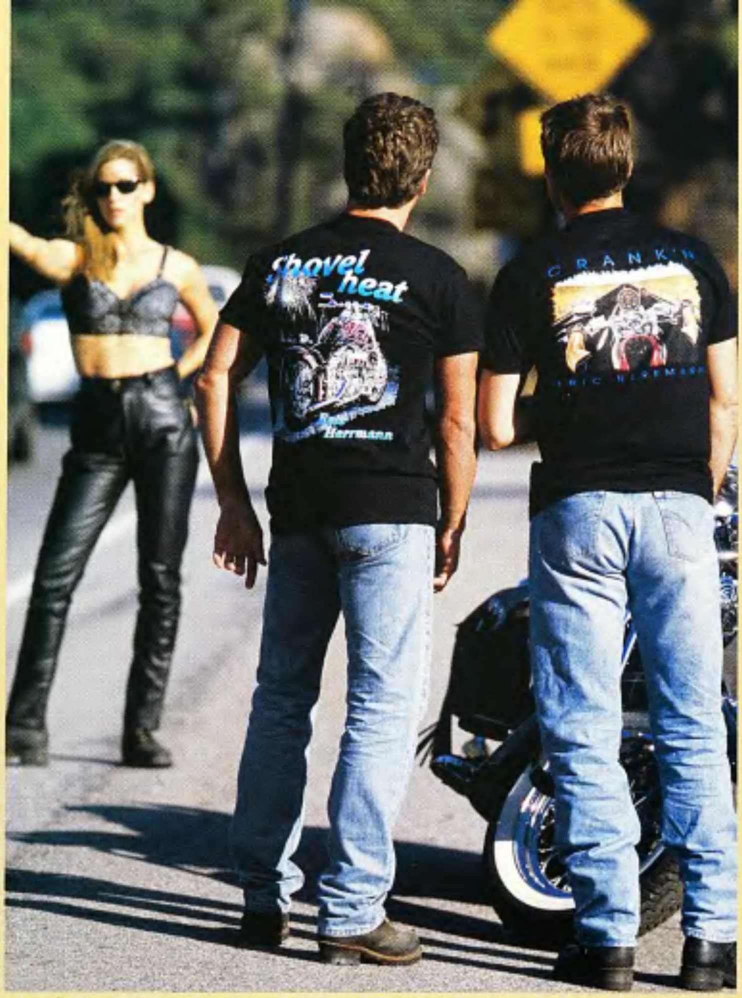

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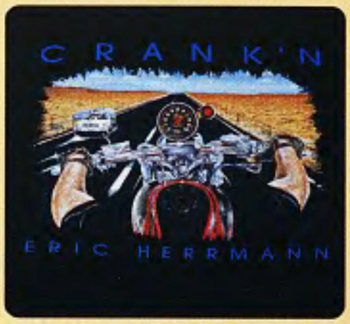

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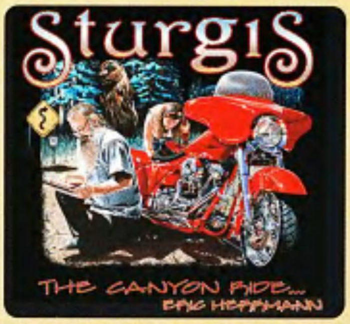

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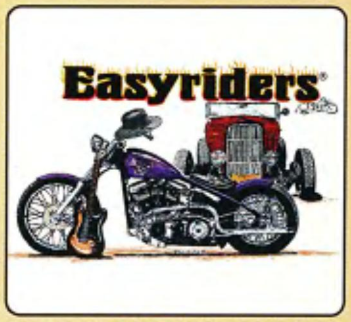

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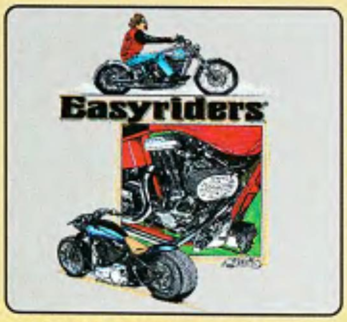

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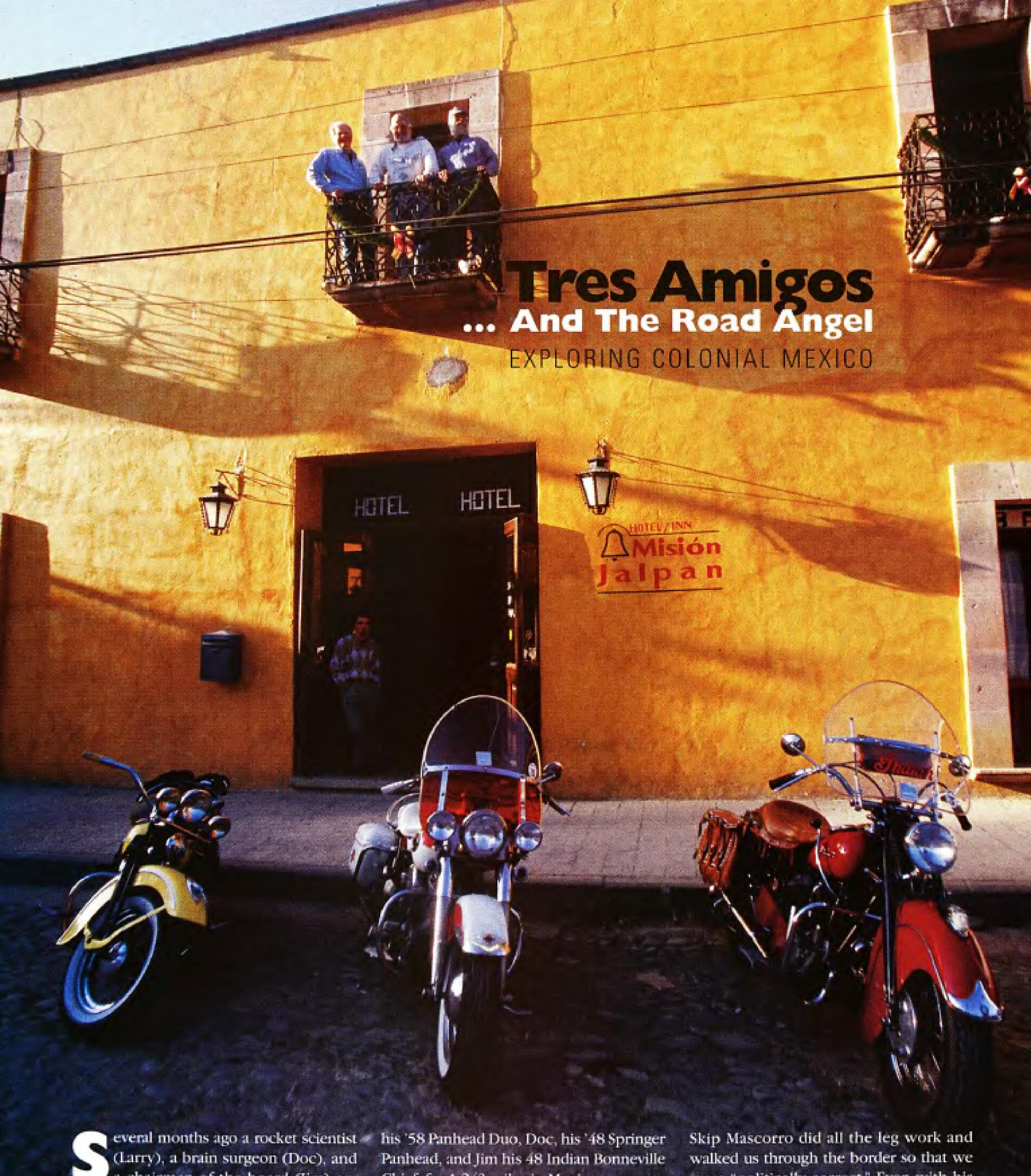


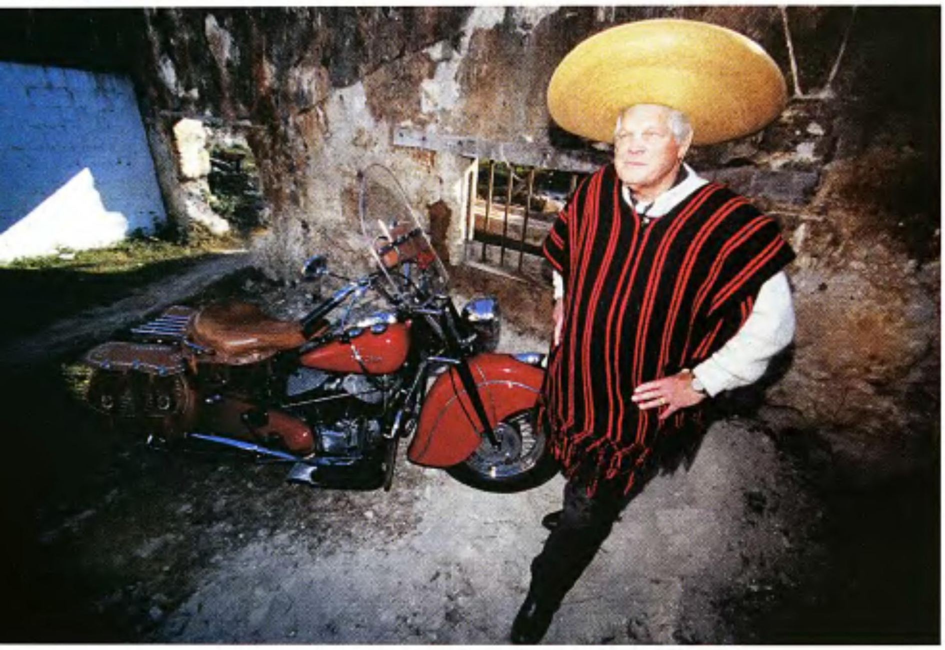
Tres Amigos
... And The Road Angel
EXPLORING COLONIAL MEXICO

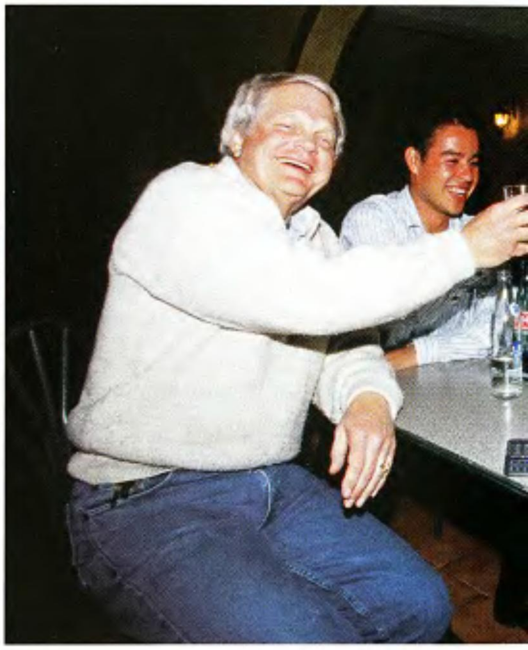
Several months ago a rocket scientist (Larry), a brain surgeon (Doc), and a chairman of the board (Jim) approached me and asked me to accompany them deep into Colonial Mexico. They would be riding vintage motorcycles and I would be driving their one-ton truck as the chase vehicle, while photographing and documenting their adventure. All three amigos have a passion for vintage bikes and love to ride them. Larry rode his '58 Panhead Duo, Doc, his '48 Springer Panhead, and Jim his 48 Indian Bonneville Chief, for 1,243 miles in Mexico.

As a word of caution, don't rush out the door and hop on your bike without knowing what is involved. Once you get 20 kilometers into Mexico there are special papers and permits required. It could be an ominous and time-consuming hassle, but Jim obtained the services of Pancho Villa Motor Tours, (800) 233-0564, and owner Skip Mascorro did all the leg work and walked us through the border so that we were "politically correct." Even with his expertise the process took two hours.

Since I didn't know the rocket scientist or the brain surgeon, I had some concerns on my way to San Antonio. I kept hoping it wasn't going to be a geek run. When we met, I saw long gray beards, their favorite road-worn T-shirts, and a twinkle in their eyes. I knew it was going to be a great trip.

The rocket scientist, (Larry), the brain surgeon (Doc), and the CEO (Jim), on the road to adventure.





Unbeknownst to me, the rocket scientist and brain surgeon had doubts about me also. They were praying I wasn't going to be a bitch! In any event, it only took one shared meal and we were all buddies and ready for whatever Mexico had to offer.

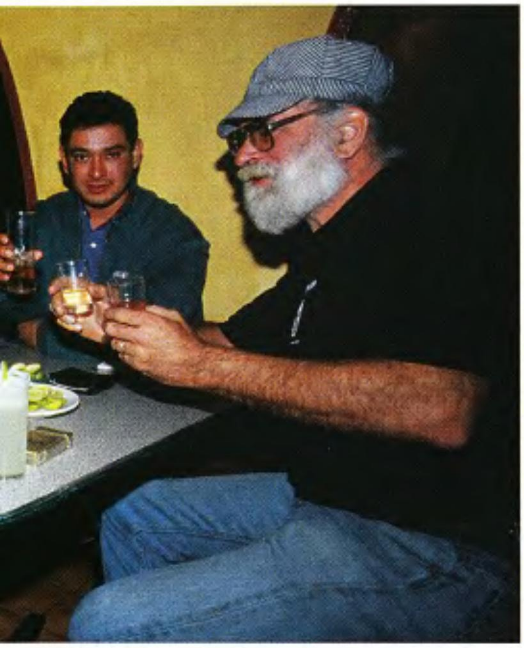
The border crossing went smoothly, thanks to Pancho Villa Moto Tours, and we were on our way. Though it was January, the weather was sunny and comfortable for riding. The first 237 miles we trailered the bikes because the road and scenery were boring. They wanted to get into the "real" Mexico. It was obvious that all three amigos were eager to get to our first stop where we would park the trailer for two weeks. Their only means of assistance would be the tools they had brought, their wrenching ability, and the space to load up one broken bike.

The minute we arrived at the *hacienda* they opened the trailer and unloaded and checked over the bikes. I could see the excitement building and the anticipation of getting on the road the next day. Ernesto, owner of the *hacienda*, gave Jim and I a grand tour of the estate, which is over 400 years old. Ernesto's ancestors were early European settlers on the heels of the conquistadors, and he showed us authentic armor in some of the rooms. We ended the evening with plenty of margaritas and a delicious dinner in our own private dining room.

In the morning our hosts loaned us *sombreros, sarapes,* and a *pistola* for my photo shoot, fed us a great breakfast, and off we rode. It was amazing watching the village people as they saw the three antique bikes approaching. They all froze in their tracks and smiled from ear to ear as we passed. They also seemed a bit surprised to see a woman driving a big truck.

As we rode, the landscape began to evolve into a tropical environment. The amigos were enjoying every *tope* (speed bump, with Doc getting a slap in the ass from his hardtail), cobblestone, and *bache* (dip in the road). Jim kept taking his hands off of the handlebars and stretching his arms out as though he were flying, while Doc wiggled his tush in the saddle. Our second night on the road was in CD Valles. The amigos all checked over their bikes, tightened bolts, and tried to help Larry, who was having a problem with the front suspension bottoming out. The hotel sat on many acres of manicured grounds and all the buildings were made of heavy stone.

Larry was having some problems with his back, so he and Doc took off to the *farmacía* to get him some meds, and then we were off again. We stopped in every village and talked to many of the people.



This area was so remote that they had never seen many *gringos*. The more rural the village, the friendlier the people. Lunch consisted of a generous helping of *chuleta* (veal) and goat cheese, and of course Coronas!

Jalpan was our final destination for the day, and as we neared it we saw a breathtaking cathedral just off the road. I had no idea that it would be the first of very many majestic structures to come. Jalpan is built on hills, and all the roads are made of rocks. We checked into the Hotel Mission and Larry's back was in bad shape and did not get better by morning. Even though the roads were unbelievably brutal, all three bikes got there with only minor adjustments. Of course, Jim was bragging, because all he had to do was wash the windshield on the Indian!

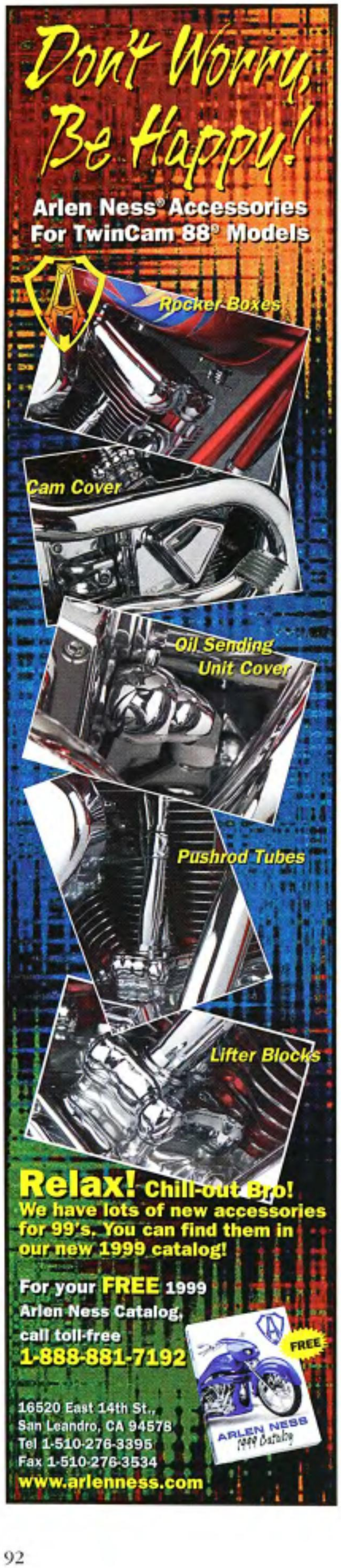
The Amigos rode off to find Larry a doctor, which was no easy task in a foreign country. While they were gone I walked the village noticing dozens of red/orange taxi cabs and villagers sweeping the streets everywhere. The weather was great, and the sky was filled with the sound of exotic birds singing and chattering. The people and the police were very friendly and protective of the bikes parked out front.

The only doctor in town turned out to be an obstetrician! We teased Larry about having twins and having to get in the stirrups. We decided to stay another night to let Larry get in better shape. Later that evening Larry's obstetrician, Dr. Francisco Ramos, came to the hotel to visit us. We practiced our budding Spanish and Dr. Ramos practiced his English. We learned that in Jalpan if you need service you all knock loudly on the table and say, *"Toca morena."*

By morning, Larry was feeling much better, and we mounted up and headed up into the mountains to an elevation of 7,200 feet. Larry's bike was giving him fits, and during one of our pit stops we met some very sweet lady sheep herders. At our lunch stop, Jim, Doc, and Larry talked about their passion for each other's bikes. Larry's bike is named Candy Cane, Jim's Iron Pony, and Doc's is Lemon Drop. You would have thought they were talking about sex goddesses.

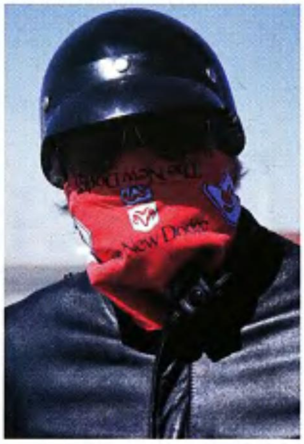
After lunch we crossed over more mountains and passed by burros, cattle, and horses grazing right on the road. Larry's bike was still acting up, and the three amigos all worked together to keep him running. The next two nights were spent in San Juan Del Rio and Acambaro, which were typical villages steeped in history, but fairly uneventful except for waking to the sounds of cathedral bells, dogs barking, and roosters crowing.

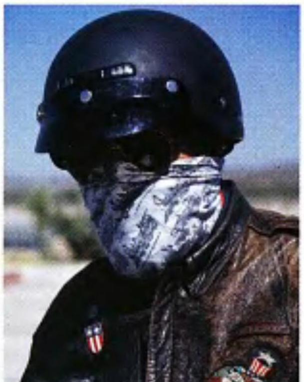
We arrived in Patzcuaro, Michoacan, in



the afternoon. It was here that it was decided that the amigos were either going to have to completely tear down Larry's Panhead, or put it in the truck. We all voted and decided that it was worth the effort to try to fix it so he could keep riding. The nearest Harley-Davidson shop was in Mexico City, which was a 12-hour round-trip drive. Doc and Larry carefully took Candy Cane apart and found that the head gasket was blown. So Jim (the chairman of the board) went to find some sheet copper and a local machinist to make a new one.

We spent three nights in Patzcuaro. After dark we would go to the lounge and visit with tourists from all over the world and listen to the *mariachis*. Our layover afforded us the opportunity to experience an ancient Michoacan tradition and performance. It was The Dance Of The Old Men. Their costumes were vibrant and they all wore masks, straw hats, and wooden sandals. They danced around and clanked their sandals and their wooden canes to the delight of everyone.





On day four we were ready to leave, but met a couple of American ex-patriots (Virginia and Joe) traveling through from San Miguel de Allende. We sat down, got acquainted, and decided we'd hang for another day. Virginia taught us about some of the history of Patzcuaro, and especially about the Dia del Muerto. On October 31 Mexicans celebrate the deaths of their family members by having huge festivals and dancing on their graves. Vendors sell elaborate ceramic skeletons with fancy clothing on them to accentuate the holiday.

In the morning, with Candy Cane and Larry in good shape, we took off for Guanajuato, Morelos, "the city of tunnels." Larry and Doc turned in early, and Jim and I roamed the streets on foot to get a feel for this ancient city. In all of these towns and villages, the most fun seemed to be in the *jardin* (garden or plaza). That is where we found the *mariachis* and the locals having a great time.

On the way out of town Jim led us through the tunnels and on to the road to Dolores Hildalgo and then on to San Miguel de Allende. At a gas stop the amigos met a Mexican Matador biker who gave us the name and location of a Harley owner in San Miguel. We checked into the luxurious Aristos Hotel, and Jim and Larry went looking for Ramiro Ramirez. They found him, and the next thing you know we had about eight motorcycles show up at the hotel and were in store for a bike tour to the cathedral, dinner and a night of partying at Julio Ernesto Flores' shop and home. If there is such a thing, San Miguel is the paradise of Mexico. While being a city, it maintains the flavor of the old country and traditions. It is clean, friendly and full of history and pride.

Reluctantly, we all prepared to leave San Miguel, but Jim woke up to a flat tire. The Amigos were prepared for such minor annoyances and after pulling a nail out of Iron Pony's rear tire, we were on the road in only 45 minutes. The *hacienda* family was very happy to see us, we spent the night, loaded up the bikes in morning, said our goodbyes and headed for San Antonio.

I did not mention it, but there are military check points on the roads all the way through Mexico. Some are only 50 miles apart. Their military soldiers are armed with machine guns and are very serious. If you are traveling there and you have all your paperwork in line, you should have no problem. Be cooperative and don't be arrogant. They are there primarily to protect the villagers and the tourists from real *bandidos.*

In closing, Skip from Pancho Villa would like to share the following with you: "If you decide to go to ride through any foreign country you should do your homework. Many a traveler has been turned away at borders because they showed up with improper documents. In the case of Old Mexico, getting in and out is really quite simple. Obey the law, have the right paperwork and documents, and it will be a snap. Remember those officials at the border are there to assist, so no need to be intimidated."

Get out there on the open road and experience some of life's great adventures on two wheels. The road is calling.

—*Nancy Cairns*

Photos: Nancy Cairns

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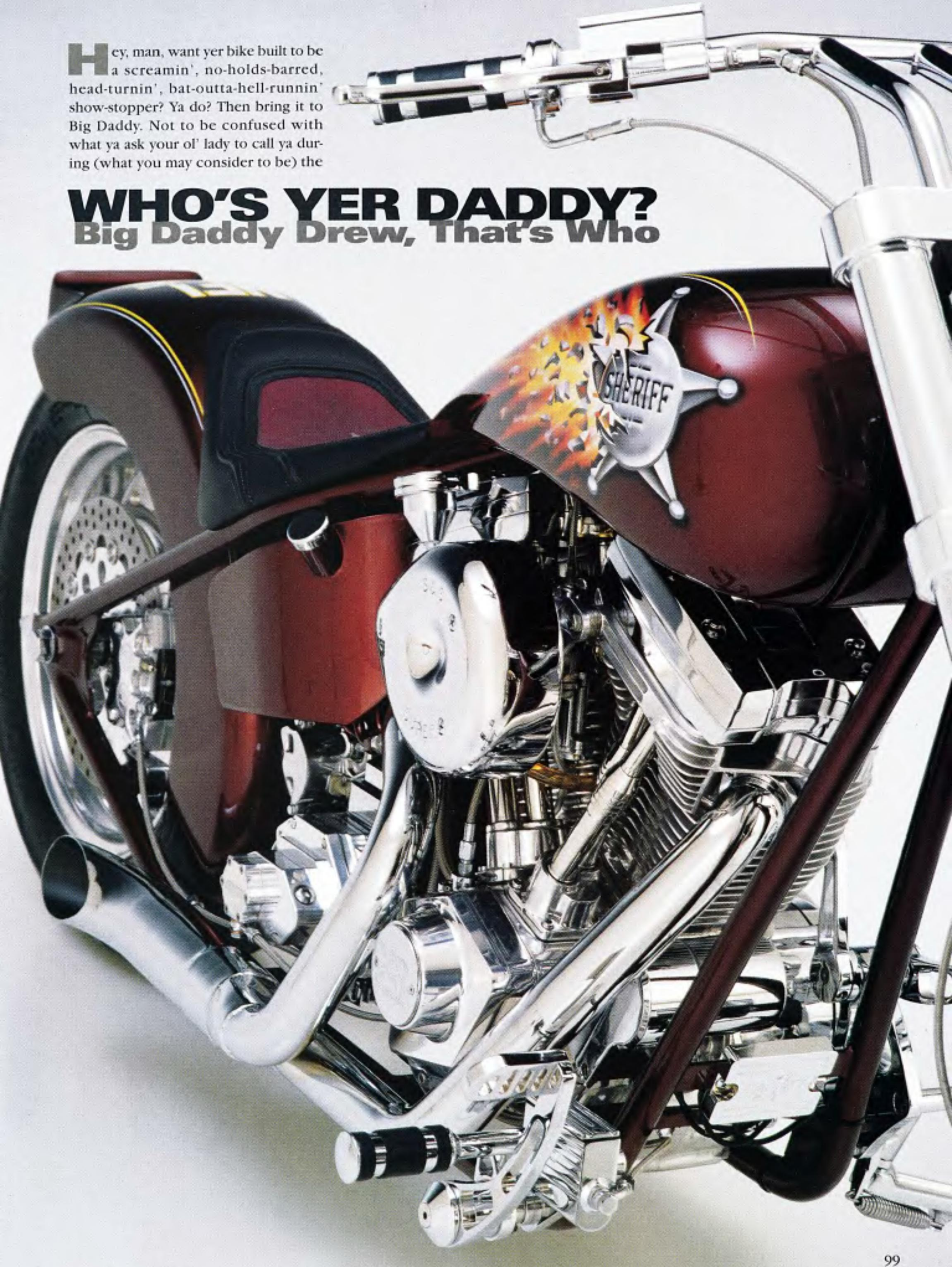
Hey, man, want yer bike built to be a screamin', no-holds-barred, head-turnin', bat-outta-hell-runnin' show-stopper? Ya do? Then bring it to Big Daddy. Not to be confused with what ya ask your ol' lady to call ya during (what you may consider to be) the

WHO'S YER DADDY?
Big Daddy Drew, That's Who



SHERIFF

SHERIFF

big moment right before ... oh, never mind—you get the idea. And if ya don't? Well, 'nuff said. I'm talkin' Big Daddy Drew. And before ya ask—no, he did not gain this moniker in prison. He earned it by putting in several years building bikes that run like no other and are show winners most everywhere they go.

Wherever he goes, Big Daddy's rep precedes him. That's the reason Stanley "The Sheriff" Richard, owner of Big Daddy's latest work of art, sought him out. Ol' Stanley got his moniker while playin' for the San Diego Chargers, before being traded to the Redskins (hence the Redskins paint job on the bike), which is how he found Drew. Drew's a good ol' RCA (Registered Coon Ass) from way back. Famous in the bike building world, he also made his acting debut in the Easyriders video vignette *Easy Rider Part 2: Vengeance is Ours.* Who could forget his famous line: "That dog won't hunt!" Evidently, everyone did 'cause that's the last thing Big Daddy ever did in the movie industry.

But in the bike building industry ... well, that thar's a whole 'nuther story. Drew (Sorry, got tired of writing Big Daddy) has been building bikes since Hector was a pup. In that time span, many bike owners, and wannabe bike owners, have ridden into the sunset, happier for the experience of having Drew build their own custom scoot. Refusing to build any bike resembling one of his previous creations is what has made his reputation.

I had the pleasure of working with Drew several years ago, at a shop that neither one of us wants to mention. So, I've seen his work first-hand and can testify to his commitment to quality. I could also testify to several things that happened away from the shop; however, both our lawyers have written agreements that forbid either of us from testifying against the other.

Part of Drew's commitment came from serving as one of Uncle Sam's Misguided Children. During his internment, this RCA had all the discipline one person can handle drilled into him night and day. Now I know there are some of you who actually pay someone to give ya some discipline, but that's not what I'm talkin' about here. I'm talkin' about the discipline to stay focused, the attention to detail, the pride in not letting a bike leave your shop until you're ready to let it leave. That kind of discipline. Don't believe me? Well, there's a certain dude in Baltimore who has experienced the USMC discipline from Big Daddy's meaty fists first hand. Want another example? Check out the January 1997 issue of *Easyriders* (#283). Graced by another Fox Hunt winner, you'll find another one of his motorized masterpieces adorning our pages. Hey, how come Drew gets so many Fox Hunt chicks on his bikes? Oh, yeah, the Big Daddy myth lives on.

The tech sheet on this scooter speaks for itself. As for our lovely Fox Hunt Winner, Teresa, we don't offer a tech sheet. But if ya gotta know, she's 5-foot-3, 120 pounds, 36-25-36. That's all I'm allowed to tell ya. If she looks familiar to ya, that may be because you've been to our Bike Show in Columbus, Ohio, where

she won 2nd place in our Calendar Girl contest, or our Rodeo in Chillicothe, where she won Co-Trophy girl honors. And now, she's our first Fox Hunt Winner for the year 2000. All that competing finally paid off.

I know that out in Hawkins, Texas, ol' Stanley is ridin' the hell out of his special construction pavement pounder. In fact, I've heard that a few of his bros have heard him yell, as he jams down the interstate, "Who's yer daddy?!" Not ol' Stanley. Big Daddy Drew, that's who.

—Oil Can

Owner: Stanley Richard
City: Redskin gridiron

General

Fabrication: Big Daddy Drew
Year/make: 1999 Special Construction
Model: Rigid
Assembly: Big Daddy Drew
Chroming: Santa Ana Plating

Engine

Year/model: 1999 S&S
Rebuilder: Big Daddy Drew
Ignition: Crane
Displacement: 98 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Delkron
Heads: S&S
Cam: .600 lift
Carb: S&S G
Pipes: Bub Racing
Modifications: JIMS lifters, S&S air cleaner

Transmission

Year: 1999
Modifications: racecut gears

Painting

Molding: Steve Baker
Painter: Steve Baker
Color/type: Redskins/House of Kolor
Special paint: Steve Baker

Frame

Year/type: 1999 rigid
Builder: Atlas
Modifications: 40 degree-rake, 4-inch stretch

Accessories

Bars: Ness
Handlebar controls: JayBrake
Fenders: Big Daddy Drew
Headlight: Headwinds
Taillight: Steve Baker
Speedo: none
Pegs: Billet Concepts
Electrics: Michael Curry
Foot controls: Billet Concepts
Gas tank: stretched
Oil tank: CCI
Oil system: S&S
Seat: High End Concepts
Mirrors: none
Grips: Billet Concepts

Forks

Type: Roma
Builder: White Bros.
Modifications: 34 over

Wheels

Front

Type: RC Comp
Size: 21-inch
Tire: Avon
Brake: Performance Machine

Rear

Type: RC Comp
Size: 16-inch
Tire: Avon
Brake: Performance Machine

Special thanks: to Michael Curry for all his help

Photos: Raiko Hartman (bike), Patrick Pfister (model)

The infamous Big Daddy Drew.

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Spirits Cast In Iron

Stuart Burman is a Florida cab driver. Recently, while driving seven drunks to Disney World from the airport, the divine hand of God peeled back the roof of his cab and seized his mind with a vision. It seems the guys he was transporting had just completed some big business deal and were all going to celebrate by buying motorcycles. They had their minds set on some six-cylinder rice rockets before Stuart got a hold of them. With his fiery tongue guided by the Almighty, our heroic cabbie laid down the law. It was a harsh yet inspiring message, so much so, that the group swore an oath to purchase Harley-Davidsons. Whenever God slaps you around and passes on some inarguable axiom of truth, it's best to write it down just as Stuart did.

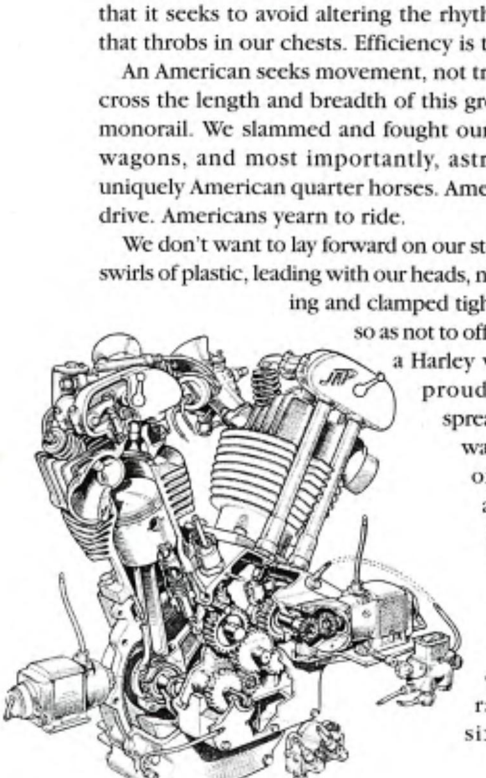
Every now and then, in our history as Americans, we manage to harness spirits and wrap them in steel and glass, leather and chrome. In the early part of the 20th century, independence and adventure were encased in the form of Henry Ford's Model-T. In the '40s, fortitude and vision were fashioned into North American's P-51 Mustang. In the '60s, unlimited raw power and passion were merged to form Carrol Shelby's 427 AC Cobra. But spanning this entire period of American history was the evolution and embodiment of the "American Spirit" by the Harley-Davidson Motorcycle Company of America.

There are two great world powers that seriously manufacture motorcycles: America, with one company, and Japan, the land of uniformity, tight standards, and compliance with half a dozen or so. The philosophy of Japan produces the fastest, best handling, and smoothest motorcycles in the world. As far as Americans are concerned, it is a philosophy that completely misses the point.

In these modern times, technology has grown numb to the beating of the human heart. The failing of advanced design is that it seeks to avoid altering the rhythm of that great muscle that throbs in our chests. Efficiency is the antithesis of soul.

An American seeks movement, not transportation. We didn't cross the length and breadth of this great nation on a mag-lift-monorail. We slammed and fought our way in heavy, capable wagons, and most importantly, astride living, breathing, uniquely American quarter horses. Americans have no desire to drive. Americans yearn to ride.

We don't want to lay forward on our stomachs, atop ergonomic swirls of plastic, leading with our heads, necks craned up, legs trailing and clamped tight in prudent submission so as not to offend the wind. We mount a Harley with head high, natural, proud, and deliberate. We spread our legs and arms forward and wide in defiance of the wind. We sit low and close to the fast-moving asphalt so that is sees us and knows that an American has passed by.



The Harley-Davidson Motorcycle Company of America never separates its engines into six or eight socialistic cylinders, each dividing the labor more fairly. Tiny pistons work together for the common good to produce smoothness and harmony with each claiming only a reasoned, and fair, small turn of the crank.

Harley-Davidson allows only two cylinders of massive size. Like our two great political parties, they are so large and powerful that each feels a birthright to dominance and they struggle to obtain it, all the while moving forward. The great Harley-Davidson pistons refuse to settle for genteel sips of fuel and air like their foreign counterparts, laboring without sweat in unobtrusive little chambers, insulated and dampened so as to mute and absorb their individual voices into the collective. Harley pistons pull back in cavernous armored lairs, drawing in full lungs of the explosive mix and, with malice, blast fire from their nostrils, roaring with such force and pressure that all they survey bends to their will. This work of dragons is begrudging, for each would demand a full turn of the crank were it not for iron collars and chains that harness their rage for our purpose.

A Harley is never started, it is awakened. It shakes its mount with clear, heavy blows from pistons firing. At idle, it begs an answer as to why it has been disturbed. The clutch is drawn back to set the bit firmly in its teeth. The rider pushes down in the stirrups and a solid strike of gears causes the beast to prance impatiently, snorting and angry at the temporary restraint. The throttle gripped and twisted without trepidation, not because fear is uncalled for, but because the American heart denies it. With a turn of the hand, spurs set deep as the clutch releases the reins. The tail drops and digs, not with a linear progressive whirl, but with surges that yank and pull with the thundering cadence of hooves. The rider need only resist being thrown and resolutely give no care to point of origin or destination to match heartbeats with the beast.

Courage, character, and defiance! Thy name is Harley-Davidson!

—*Stuart Burman*

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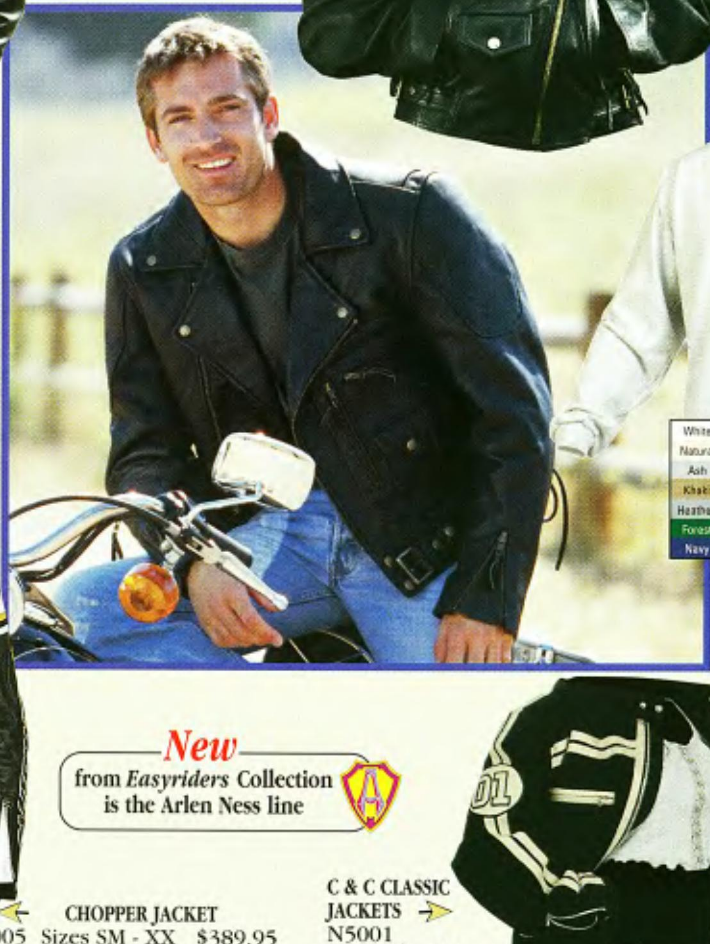

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The Bike Shows Are Comin'

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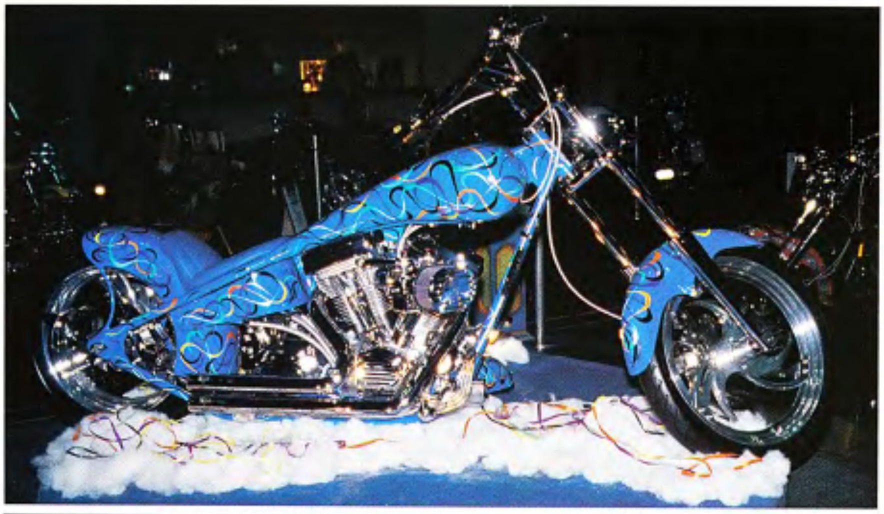
Want to get your bike featured in *Easyriders* magazine? Last year dozens of custom scooters were shot by our ace photographer Michael Lichter and presented in the illustrious pages of *Easyriders* and our sister publications, *In The Wind, Biker, VQ,* and *Quick Throttle*. Now it's *your* turn.

Enter your motorcycle in any of our upcoming Easyriders Bike Shows. The 1st Place Best of Show in the Judged and Spectator Classes will be shot for our magazines. The Judged Class is primarily for professional master builders, and each bike is judged by the editors of our fine magazines. The Spectator Class is for backyard builders who want to be judged by way of participant ballots. That's right, the show-goers pick their favorites to win.

Top winners in each category will be invited to attend the crème de la crème of bike shows at our Invitational Bike Show in Columbus, Ohio, February 19-21. This is where the very best bikes on the planet converge for top honors, cash prizes, trophies and a kiss from our trophy girl!

For those of you in a spectatin' mood our Bike Shows will feature the world's wildest rolling works of two-wheeled art as well as the latest innovations from aftermarket companies, biker goodies, suds and grub, prizes to win, tattoos to get, pictures to take with our own Ms. Easyriders, a mess o' shenanigans, and great live music from actual *live* (not dead) bands! It's all happenin' at a large rectangular building near you!

Come join us for good times and mind-melting custom scoots at the Easyriders 2000 Bike Show Tour! To reserve your spot in motorized history, call Fred Polito at (800) 962-9857. See ya there.



Photos: Easyriders archives

Easyriders Bike Shows

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January 15, 2000
Sacramento, California
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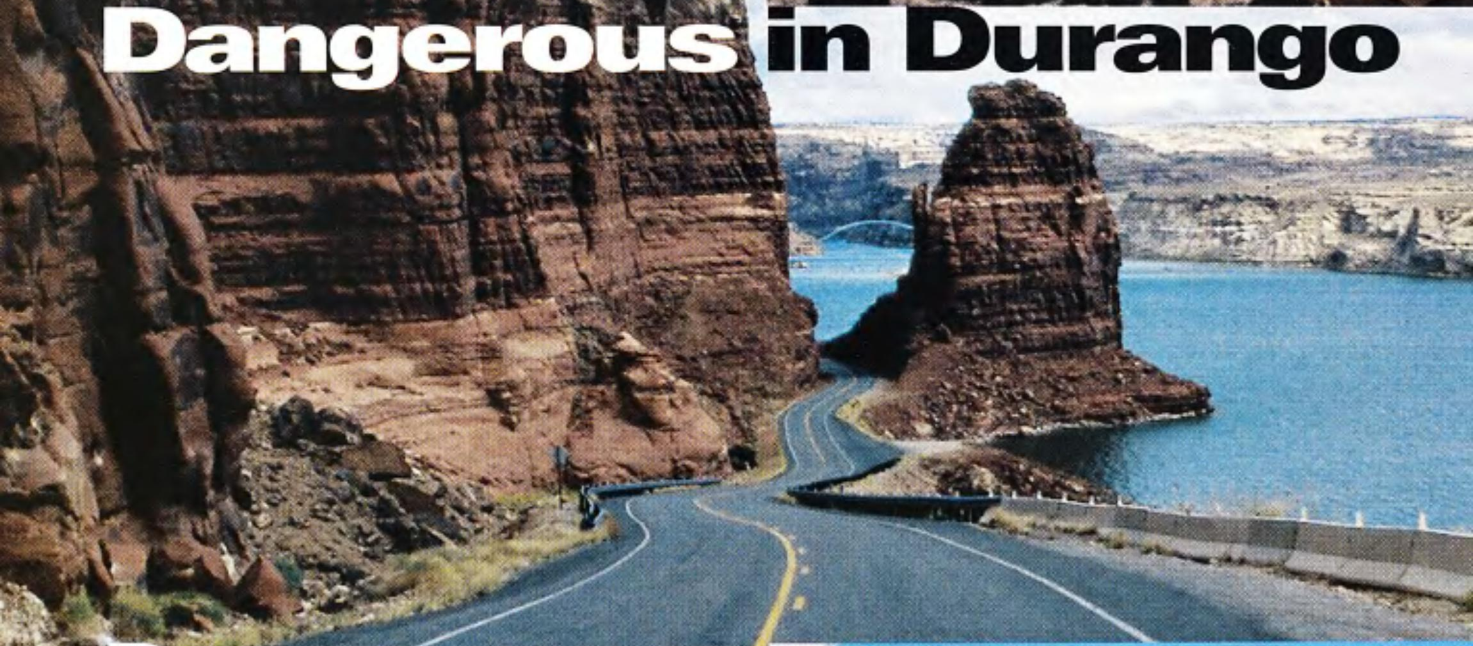
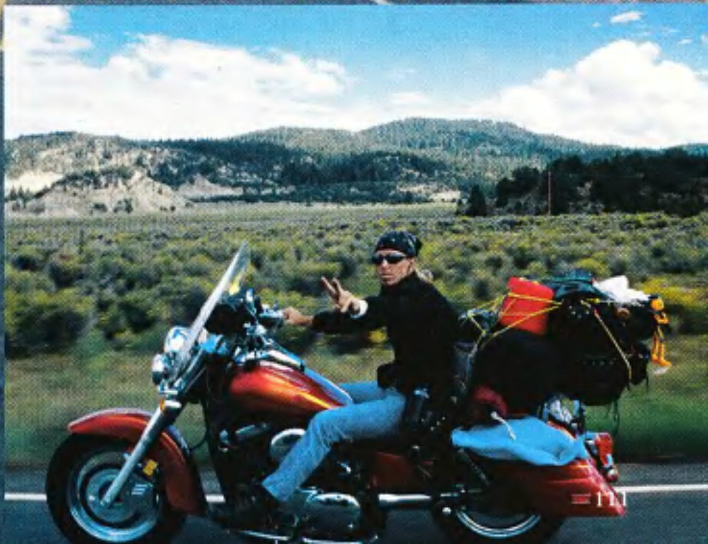


Dangerous in Durango

Danger? Hell, yeah! Isn't that part of what we live for? Why we ride bikes to rallies? Living a little closer to the edge makes us feel more alive. A local paper's headline read: "Rally Stretches The Limits Of Law Enforcement." The paper reported that the rally was marked by drug and weapons possession charges, drunkenness, nudity, under age drinking, brawling, and vehicular Tom Foolery charges. As if these were always bad things ...

For bikers, it's usually just a case of policing our own, having a few drinks, and some good, clean, wholesome biker fun. (In most instances, at the majority of bike rallys, these reports do not end up in arrests or charges being filed.) Hell, ya wanna talk danger. Try partying with bears ... and I'm not talkin' about police. Sadly, we did have one person killed by a bear. RIP, bro. Three bikes were knocked over and molested by a bear for whatever was in a saddlebag. Yours truly saw one come out of the woods for a pizza.



The Jack Daniel's girl told us that the bikers drank up all the Jack Black in town and in the surrounding four! The wet T-shirt contest proved to be particularly dangerous. There were numerous injuries from eye strain and whiplash.

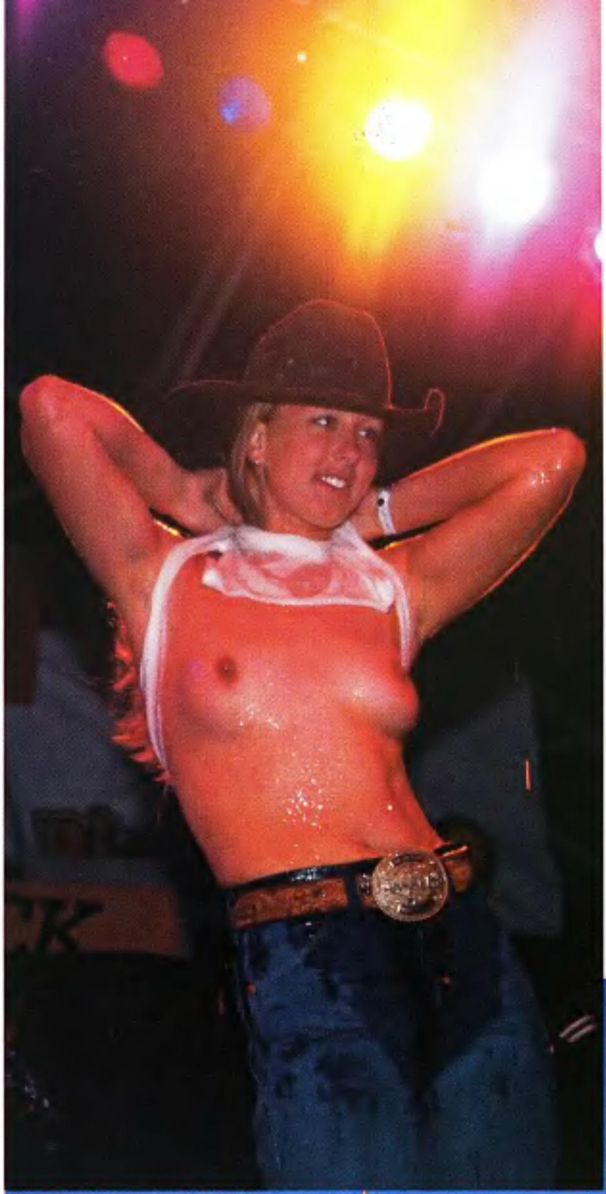
The papers forgot to mention rock 'n' roll, as in the sounds of Mogollon (pronounced *Mugeeone*), dangerous biker band extraordinaire. Budweiser, Jack Daniel's, Camel, and many other great sponsors made sure there was plenty of hot music, cold drinks, and smokes on tap all weekend.

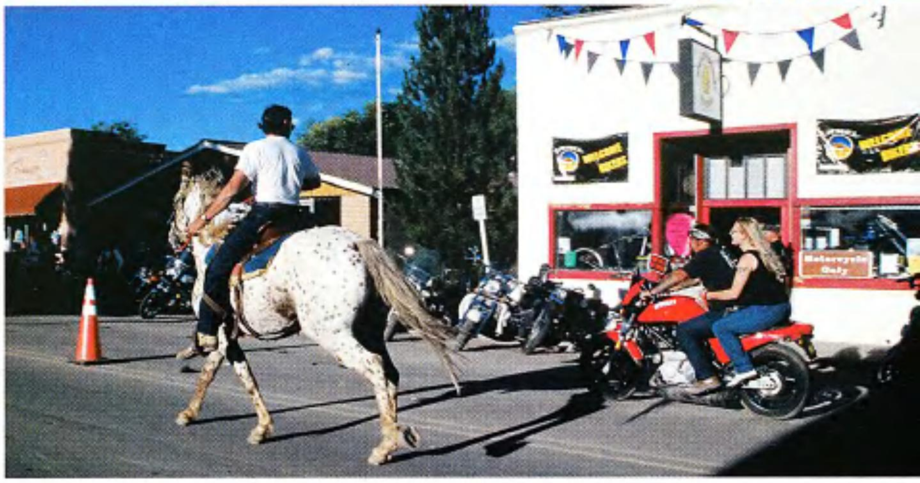
If the big three (sex, drugs, and rock 'n' roll) sound a little too dangerous for you, or don't spark your interest and stir your soul enough to make you saddle up and ride to the next rally, then you better put this rag down, check your pulse, sell your bike, turn in your plate, and get out of the race! But for the rest of you ... let's go to Durango!

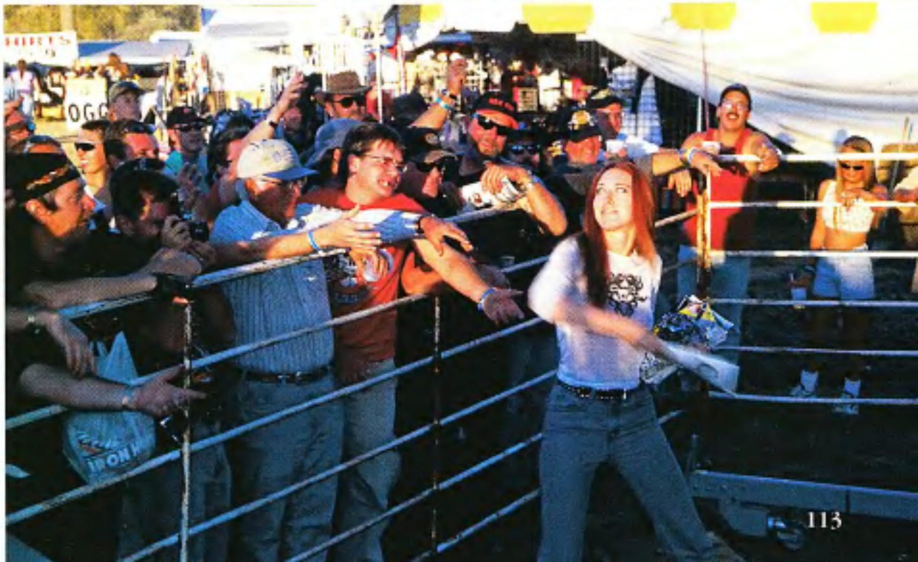
The Four Corners Iron Horse Rally is nonprofit and has donated over $330,000 to charities and motorcyclists' rights organizations over the last six years. The whole she-bang is staffed by volunteers, many of whom are members of the CMA (Christian Motorcyclist Association) and ABATE. The CMA is 43,000 strong in this country alone and is an integral part of the volunteer team. Thanks, guys and gals.

During this run, every bed that's available in the Four Corners area is sold and there's not a vacancy to be found. The rally is the only area event that achieves this for the business community. We bikers who love and enjoy this event come to the Four Corners area to spend our hard-earned vacation time and money. We'd like the business community to remind law enforcement to protect and serve, not harass and intimidate. To the local newspaper with the "Dangerous" headlines, how about some support instead, and a story about the good the money from the Rally does for local charities and businesses?

OK, OK, now for some of the fun stuff. Two bikes were given away this year—one from the Sky Ute Casino and one from the Rally Board. There was the usual plethora of events and vendors to check out, from belly dancing and bull riding, to slow races and sled pulls. There was suds, grub and goodies galore, from gyros and jerky, to leather and tattoos. The Rally Board puts together bike shows, parades, bands, runs, giveaways, one helluva wet-T-shirt contest, and much much more. We could go on and on about the things to see and do but I don't want to turn this into a list. Trust







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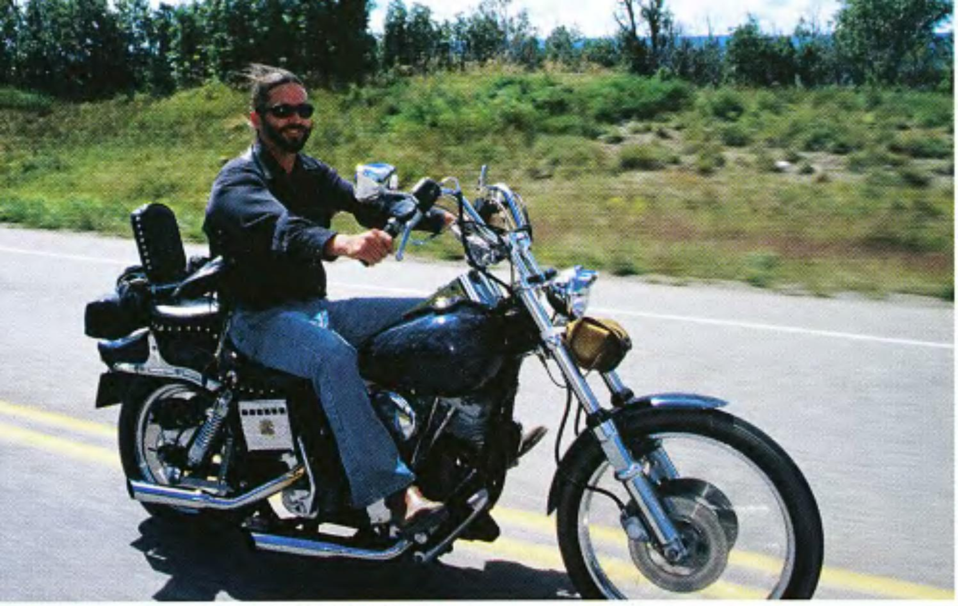
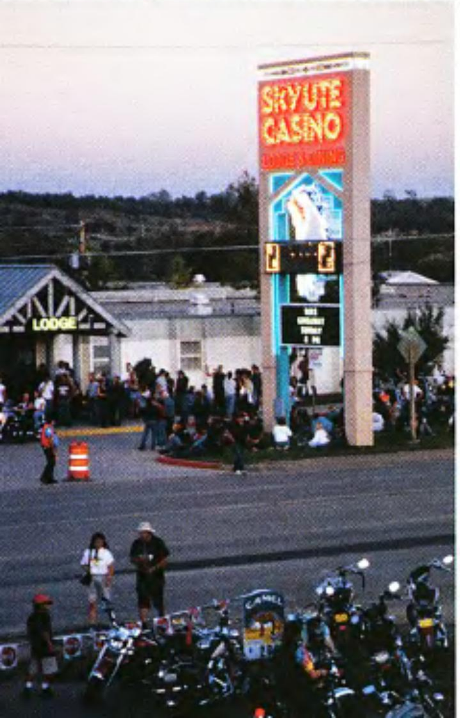




Photos: Stan Miles

me, there's a mess o' stuff to do at this rally, and that doesn't even begin to take into account all the scenic rides available in any direction from Durango. They don't call this one "The Rally Of The Rides" for nothing.

Saturday night's wet T-shirt contest and Mogollon's kick-ass performance Sunday night were the most fun and best-attended events with good reason. The wet T-shirt contest was divided into three classes: Sportster, Big Twin, and Dresser. The winner was the gal in the cute little catholic school girl skirt and black thigh-high boots. She warmed our hearts and put a stir in our shorts. Warren Bernard, aka "Easy," the Rally Board president got the honors of wetting the girls down. No one deserves this pleasure more than Warren; he and his entire staff are like a team of energizer bunnies.

The contest was just the way we like em', long, wet, and hot ... just like the winner's legs ... Ouch! Scorch! Sizzle!

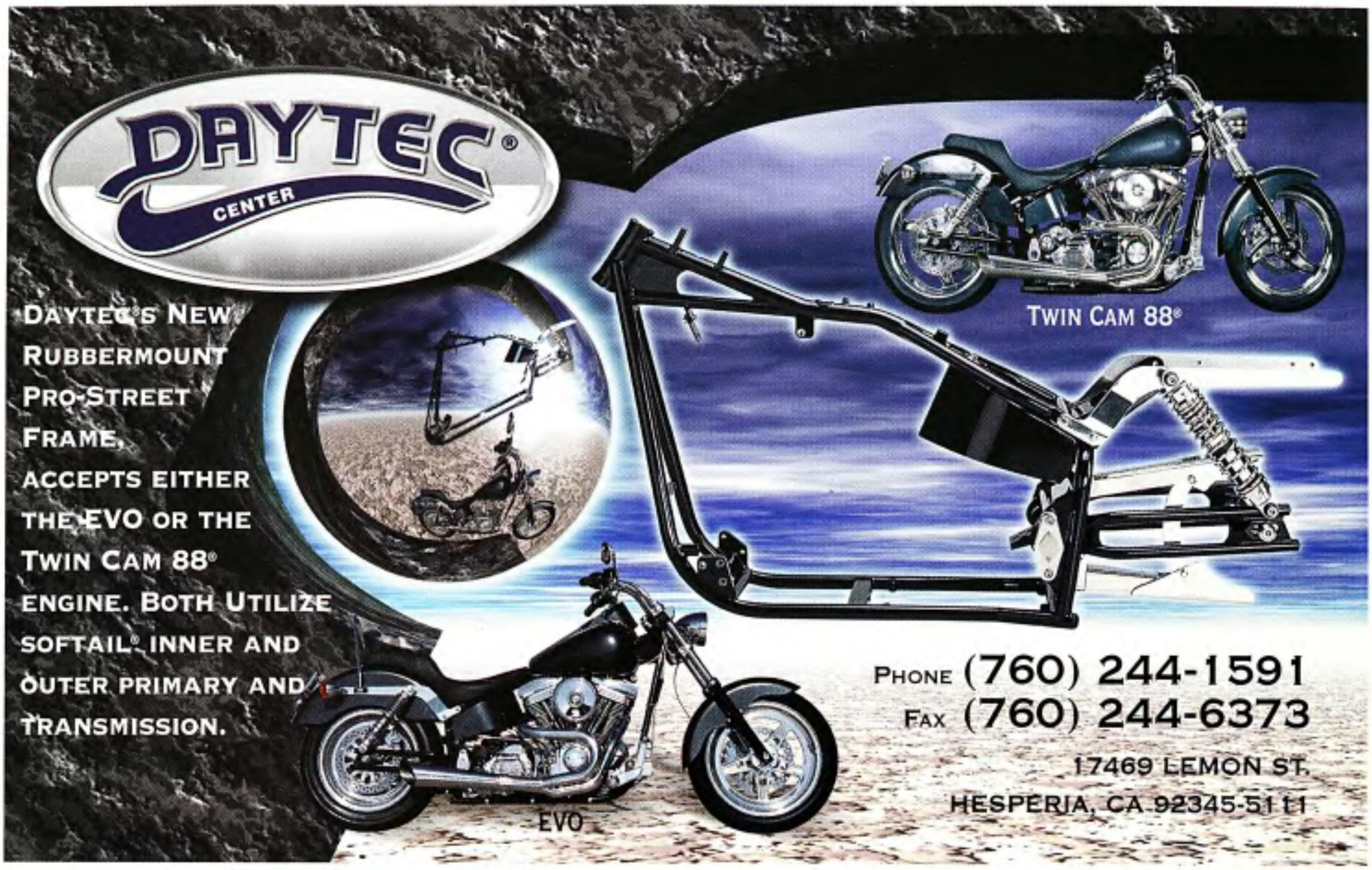
Minors were escorted off the premises after 8 p.m. on Sunday night as Mogollon rocked the stage along with Zeke from Celebrity Tattoo, who joined in for some smokin' harmonica action. Natasha Blake, ***Biker*** magazine's September cover girl, and a few sexy little girls from the wet-T contest, added some heat and smoke as they danced on stage, teasin' and pleasin' the band and crowd, while throwing *Easyriders* magazines and banners out to the audience.

Between sets, they drew for the Harley that the Rally Board was giving away. Trust me on this one, when you're at a rally with a bike giveaway, keep your arm band on! We had a little drama about this but the eventual winner was about to jump out of his skin with joy on stage. Things worked out well; the guy drove an old Chevy pickup to the rally because he didn't have a bike, but I bet he rode home.

The second set of Mogollon didn't start until about 11 p.m. The minors and lightweights were long gone, as were the people who were just hanging around for the bike drawing. The rally was almost history, security was relaxed, there was nobody left but the band, the sexy girls on stage, and the die-hard party freaks that know this is the best couple of hours of the whole weekend. Legally, I can only tell you that it was politically incorrect, hot 'n' sweaty, rude 'n' loud and definitely decadent! If you weren't at Durango this year, or if you left early because of the danger ... well, grow some balls. There's always next year.

Catch you next trip.

—Strip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Brave New World

If you look at the calendar, the part with the numbers, not the naked chick, you'll notice that we're down to the short strokes of this millennium. Time marches on. Won't be long till we're all writing the wrong date on our checks and saying stupid shit like, "Hey, bro, I haven't seen you since last century."

As with any major event, people are busy placing more importance on the date than it deserves. Seems like you can't toss a cat without hitting somebody making predictions about what the future holds ... psychics, futurists, cult leaders, UFO groupies, politicians, freaks, winos, and other assorted nut-cases.

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Everybody has the one and only, rock solid forecast for what the next thousand years will look like. Strange how none of them agree, not even the psychics.

The problem with these predictions is that they're generally made by people who are medicated for their own safety. Maybe being nuts gives you a certain amount of clarity, not to mention the free time, which allows you to see into the future, even if in your present life you aren't allowed to wear shoelaces and have to write all your correspondence with a wax crayon.

Now I may not be insane and, therefore, not properly qualified, but I've got some ideas about what the future holds. I wouldn't go betting a week's beer money on what I say, but I'm probably just as accurate as anybody else. For what it's worth, here's what I think the world will look like around the big day and in the years to come.

And keep in mind that unlike the experts, all my predictions were made without the benefit of psychic powers or prescription drugs, so cut me some slack.

• **On New Years Eve** emergency rooms will be packed due to an epidemic of alcohol poisoning. Anyone planning on doing any heavy drinking should keep in mind that it's hard to sing Auld Lang Syne when you're hooked up to a stomach pump.

• **A bunch of empty-headed terrorist groups** will attempt to blow up a lot of stuff they don't like. Losers are always looking for special days on which to cause mayhem. This special day will be like the Holy Grail for idiots.

• Because a lot of people think the world is going to end, there will be a helluva lot of **unprotected sex** going on. People with a "what the hell, this could be the last time" attitude are going to wish the world had ended when they're spending the early part of the next century going to birthing classes and paying child support.

• **Absentee rates at work** will be sky-high due to the huge amount of near fatal hangovers being nursed. The world will be united in a chorus of hurling, dry heaves, and empty promises never to drink again. Many of these people will also wish the world had ended.

• **Politicians and world leaders** will make millennium-style, brave new world speeches till people start to shoot their TV sets in a bizarre form of psychological self defense.

• Those who make and sell **booze** will become fatter and richer from all the festivities. Those who consume the booze will become fatter and poorer from all the festivities.

• A lot of young couples in love will **choose to be married** on the first day of the new millennium, which will seriously piss-off their friends and family, who didn't want to spend the big day at some dumb-ass wedding.

• **All the doom-sayers** who were convinced that the world was going to end will feel like idiots driving to work on January 2.

• **As all the hype dies down** there will be a huge sense of relief that everything is still the same, as well as some disappointment.

• Everybody is going to quit using the term **"Y2K"** and won't that be bloody nice.

• As we progress into the new millennium, there will be some big changes. **Breast implants,** for example, will continue to get larger and larger, until women begin to tip over from the weight. I predict this will be highly entertaining.

• Unlike hooters, **computers** will continue to get smaller and smaller until we can't find them anymore and have to return to more primitive methods to obtain our porn.

• Women will carry on with their **struggle against discrimination** as they work toward a truly equal society. Men will take root encouraging people to eat the elderly. Sort of a new twist on having Granny over for Sunday dinner.

• **The Internet** will expand, bringing endless educational and cultural information to improve our lives and make us better human beings. Fortunately, there'll also be lots of pointless nudity.

• **Governments** around the world will be disbanded and major decisions handed over to a half-retarded monkey flipping a coin.

• Someday **alien beings** will land on Earth and offer us the secrets of the universe, an end to world hunger, and the means to eliminate poverty. If they've got big, black eyes, slimy skin, and them long, creepy fingers like movie aliens, I say we blast them.

• **Harley-Davidson** will continue to develop and produce the world's finest motorcycles. If they ever build a scooter than can fly, you can bet it'll say H-D on the side.

• **Easyriders** will still be here, pumping out the greatest motorcycle mag on the planet, bringing you the sweetest customs, most beautiful women, and all the other good stuff you've come to love. It's nice to know that no matter what the future holds, there's one thing you can count on.

Happy New Year.

—Greg White

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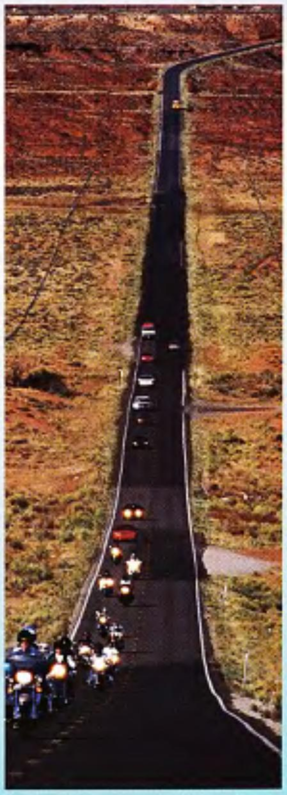

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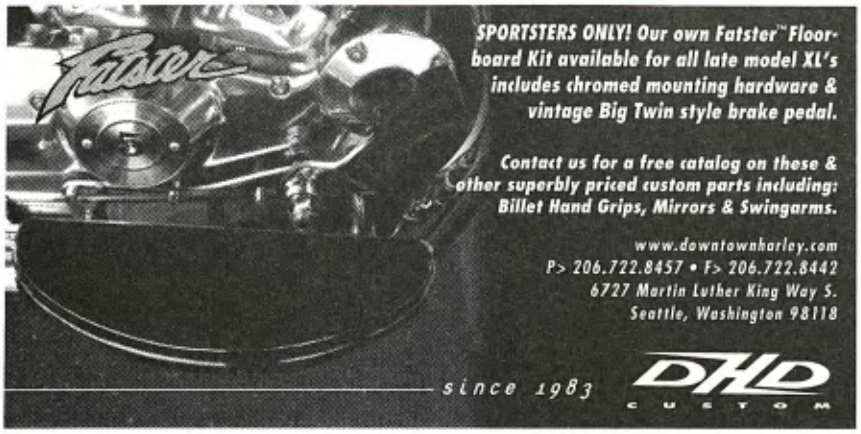

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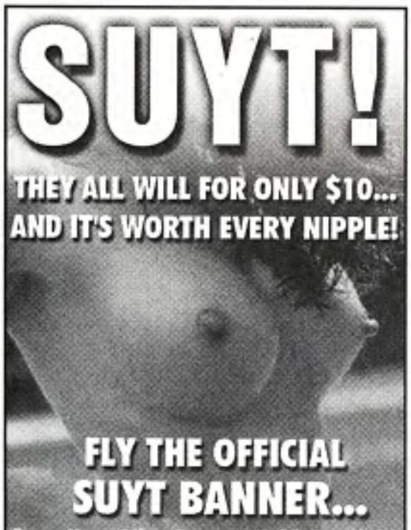

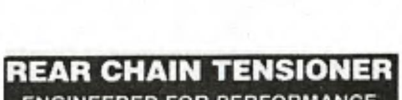

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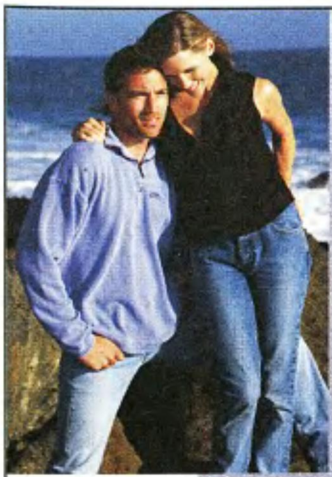
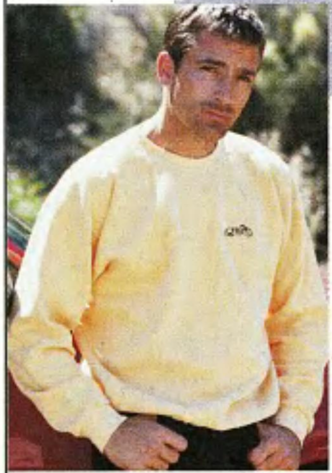
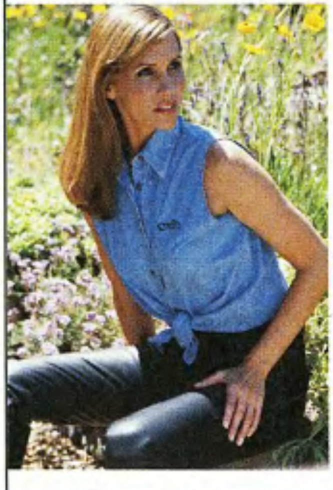

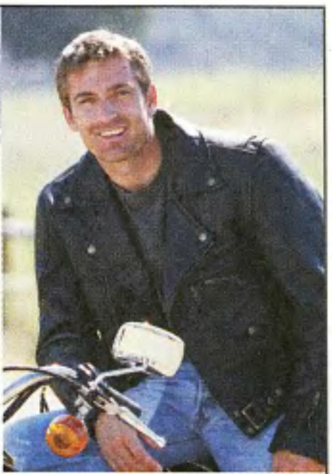
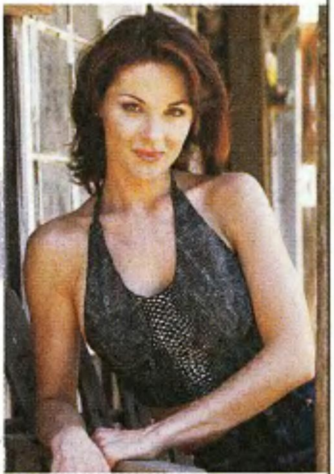
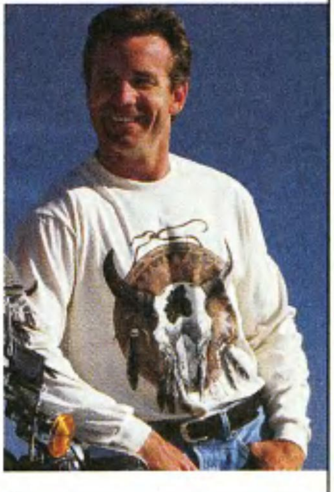
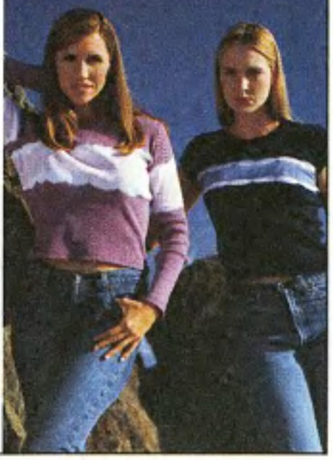

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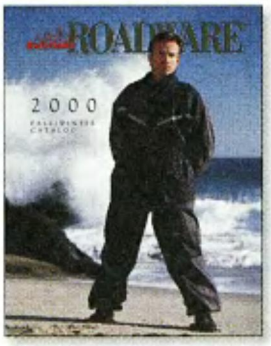

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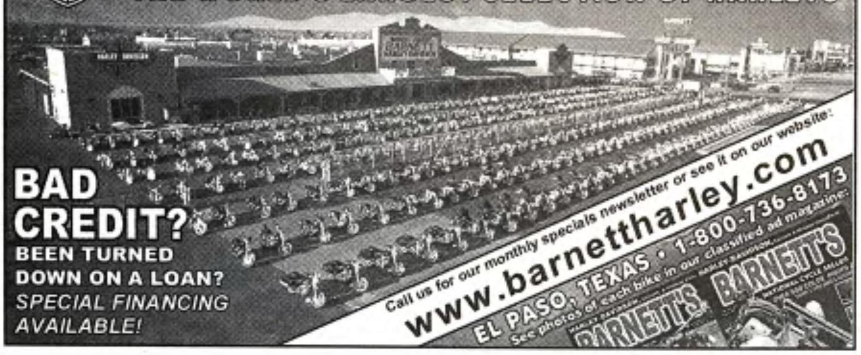

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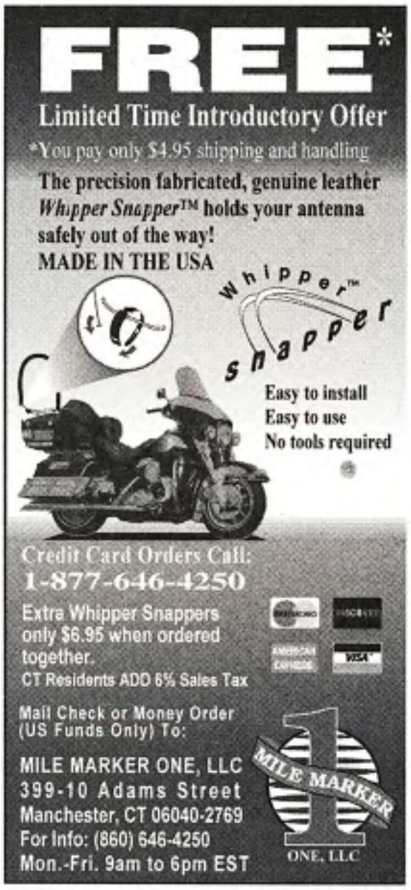

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Rip's Tips

Lollipop

Lollipop, lollipop, whole lotta lollipop. This one's going out to anyone running drag bars like I have on Darling, my '83 Softail. Yeah, I said '83, the first Softail to hit California. Since I work for Paisano Publications, we often get motorcycles before the H-D dealers do. That is primarily because of our deadlines. That's why I'm writing this copy today and you won't see it till 60 to 90 days later. That's the way the magazine business works.

Well, I fell in love with Darling the first time I laid eyes on her. And when I went to test ride her, I brought her back with 8,800 miles on the speedo. There was no way that the factory could sell her as a new putt. And since she didn't have all that smog crap on her, they sold her to me at a very reasonable price. It took me over a year to get the title from the state. They wanted big bucks for registering Darling and couldn't—or wouldn't—believe what I paid for her.

I think the Factory pubic relations department secretly wanted me to have her so that you people could see what I was riding. I guess they figured that I'd like her. They figured right.

This is over 200,000 miles ago, and she has gone through many changes. I'm sure you know what I'm talking about or you wouldn't have picked up an issue of this rag. The engine is an 84-incher with an S&S Shorty G series carb and a Zipper's .595 lift cam. The reason I run drag bars is simple, and it makes sense to anyone who likes to leave fast on a street bike. You want as much weight as possible near the front of the bike to help keep it down. Although they are difficult to turn at really low speeds, ya have to weigh one factor against the other.

Shortly after getting her in my possession, I rode up the California coast and visited some dealerships, pissing some dealers off. They had orders for Softails but hadn't taken delivery of them yet. I'd ride her to the rear of the H-D shops and let the mechanic take her out for a cruise. Then I'd go to the next dealership and do the same thing till I reached San Rafael, Calif., home base of the Grateful Dead. I let the roadies and band members take her out. There was a dealership not four blocks from the Grateful Dead headquarters, and I paid them a visit also. I spent a few days in San Rafael, sleeping in a motel room that the band had next door to their warehouse/studio.

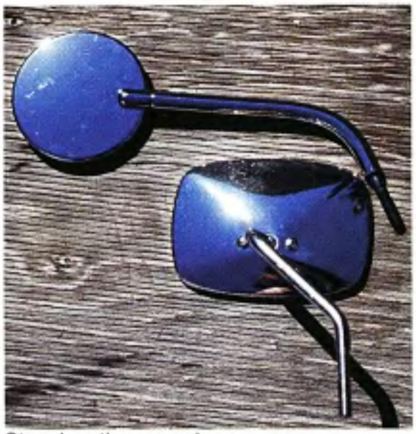
Anyway, I had the short-stemmed Harley mirrors on the handlebars and was having trouble seeing traffic behind me because my body kept getting in the way. I'd have to lean over one way or the other to check out what or who was behind me. I didn't want to use the longer-stemmed Harley mirrors because, I figured, what's the use of having a chopper-looking bike with tall, antenna-looking mirrors?

Billet aluminum mirrors just ain't me. I'm old school and ain't that crazy about billet stuff; besides, they cost too fucking much, and, to me, they aren't worth it. Then, recently, I found these bitchin' Lollipop mirrors by Cyclesmiths. These mirrors have several things going for them. Number one is that they don't spin around like the stock ones do when you're doing warp speeds. When you hammer it, the stock mirrors just twist and turn every which way except the way you want them. If you cinch them down really hard to prevent this, you end up stripping the bolts. So there ya go; ya end up having to buy a new set of mirrors, or at least replace the one that is stripped.

With Lollipops, they have two Allen set screws under the stem that don't allow the mirror to spin. Hey, I'm not saying that you're gonna be able to see any better than with stock mirrors. What I'm saying is that they won't spin on ya. They do cost 90 to 100 bucks each (retail), depending on whether ya want the round, oval, smooth, or grooved style. I got a good deal on them because one of the dudes who works for the company used to paint bikes for many old members of a club I used to belong to over 20 years ago. He remembered me from back then. I must be living right.

They sell Lollipops in long or short stems, teardrop styles, and convex glass (coming soon). One other feature is that they are unisex, meaning ya don't have to buy a left and right mirror. They also sell other neat stuff like fat handlebars with internal risers, air cleaner covers, and more. Check out their catalog.

You'll find Rip's Run in *Biker* magazine. My Web address is Rip@easyriders.com. See ya next time. —*Rip*



Stem length comparison.

Lollipop mirror on right side of drag bars.

Stock H-D mirror on the same handlebars.

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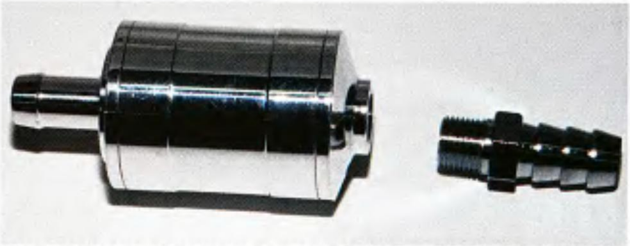
Crankcase Ventilation 101

We all know that our V-twin motors must breathe. What many of us may not be aware of is *how* our motors need to breathe. Our V-twin motors come factory-equipped with a breather vent already installed in the crankcase. In late-model motors the heads are also vented in an effort to establish proper internal pressures. These vents, along with correct breather timing, help, but not completely.

When the pistons in our motors are traveling down (either the power or intake stroke) air from under the pistons is pushed out of the breather vent, and this is good. The problem is on the up-stroke. When the pistons are moving up our cylinders, they suck air back in through the breather vent and pressurize the lower end. This causes the rings to flutter and not seal properly, creating blow-by and loss of horsepower. The increased pressure in the bottom end is one of the main causes of blown cylinder base gaskets. The more performance-oriented a motor is, the greater the need for effective breathing.

The PowerVent comes with all necessary mounting hardware and detailed instructions.

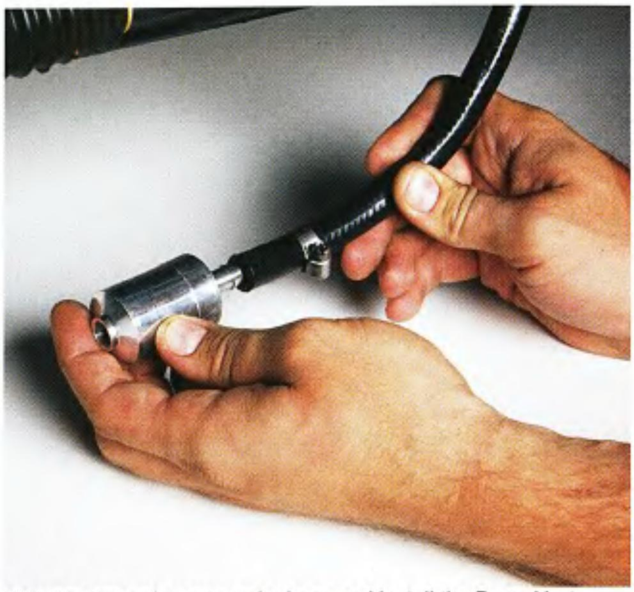
The PowerVent by Doherty Machine is a one-way valve that attaches to the breather vent. On the down stroke the PowerVent allows the air under the pistons to escape, but on the up-stroke the PowerVent valve closes and creates a vacuum under the pistons. This stabilizes the rings and provides a good seal. Throttle response and horsepower go up; it's as simple as that!



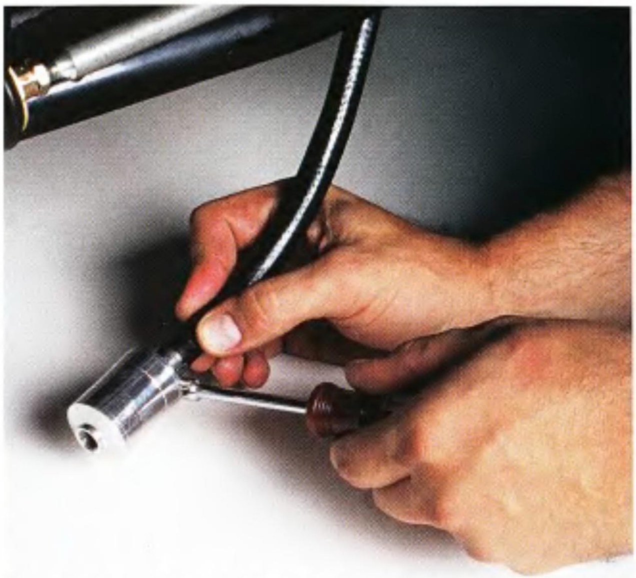
The optional nipple can be installed if you want to run the exit hose to a remote location.

Thanks to the PowerVent, messy oil leaks caused by blown cylinder base gaskets and power-robbing crankcase pressures are a thing of the past. Your motor can now produce

This is the breather vent hose on the crankcase where we'll be installing the PowerVent.

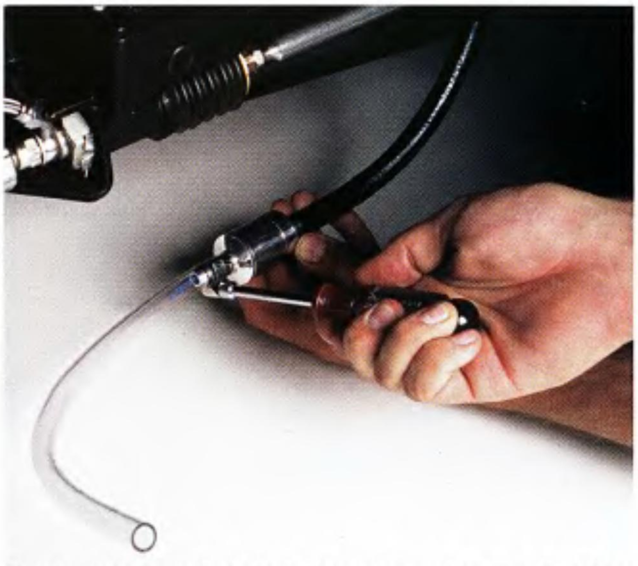


Slide the hose clamp over the hose and install the PowerVent.



Securely tighten the inlet side of the PowerVent to the breather fitting.

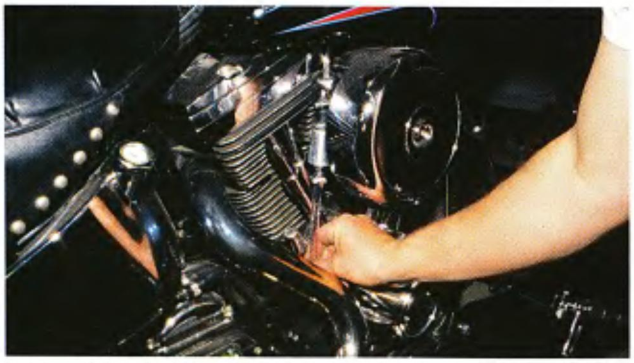
We installed the optional nipple on the PowerVent.



The clear tubing supplied with the kit can be used on either the inlet or the exit end of the unit. Route the tubing to your liking.

optimum horsepower because it is operating more efficiently.

Racers have used this technology for years, and now we can share the same benefits as some of the top runners. Gains of 3 to 5 horsepower are common with the installation of the PowerVent. Top end speed is increased and improved idling is immediately noticed when you install one of these li'l wonders.



Late-model Evos, '92 and later, have the heads vented instead of the crankcase. PowerVent can be installed here as well.

The PowerVent, developed by Doherty Machine, is designed to operate with the unique pressures developed in V-twin motors. The valving has been calibrated so that the smallest amount of pressure will open the valve, but will immediately close upon suction. Machined from billet aluminum, the PowerVent comes as a complete kit and includes all the necessary hardware and instructions for installation (and can be installed in minutes).

Pound for pound and dollar for dollar, the PowerVent is one of the easiest and cheapest ways to improve the performance and reliability of our V-twin motors.

—One Eye

Source

DOHERTY MACHINE
(760) 956-3424
(760) 949-4011 fax

Photos: John Morgan

TechTips

Gettin' The Look
Adding A Classic Nacelle To Your Softail

Last issue we took a stock 1995 FLSTN "Nostalgia" and lowered it using Harley's Lowering Kit. The idea then, and now, was to take a Softail similar to the one many of you are riding and give it a truly retro-look using only Harley parts. This time around we're continuing the conversion to a late-'50s, early-'60's style FL-looking bike by getting rid of the stock headlight and adding a classic chrome Nacelle from Harley-Davidson. Many riders dig the classic Harley look this gives your scoot and how it echoes the appearance of the ultra-popular Road King.

As the folks at the Motor Company say, "The spirit of a 1960s FL shines through this chrome Nacelle from Harley-Davidson. Coupled with the purchase of the chrome Nacelle Hardware Kit (PN 67897-96), it will work with existing H-D windshield or passing lamps." The Hardware Kit is required when installing a chrome Nacelle with passing lamps or a rigid-mount windshield. We went for the detachable low-profile smoked windshield (PN 58651-97), which works with the Nacelle and passing

This Nostalgia already sports most of Harley's retro parts including cross-over pipes and fishtails.

The stock Heritage-style headlight configuration all comes apart with a few wrenches, a Phillips screwdriver, and wire cutters

lamps and retails for $374.95. The detachable windshield also allows us to go for two completely different looks in just seconds.

We headed back to Russ Tom's Downtown Harley-Davidson of Seattle where head wrench Brian Mitchell walked us through the procedure. You should be able to make this change-over in your garage in about two hours, or, as Brian says, "It could take longer depending on how many beers you've had or how many of your 'bros' are getting in the way."

You'll need a 9/16 socket wrench, a 3/16 allen wrench, a Phillips screwdriver and a set of wire cutters. That's all. Start

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The classic Nacelle is in place and ready for the headlamp.

The finished effect is a blast from the past courtesy of Harley-Davidson.

by using the screwdriver to remove the headlight trim ring and pull out the stock headlamp. Cut the headlamp wires at the plug, then pull the harness out of the headlamp housing (the H-D wiring harness provided in the Kit is not long enough to reach the factory plug behind the tank). Use your 9/16 wrench to remove the headlamp bolt from the bottom of the lower triple clamp, allowing removal of the headlamp assembly.

Use the socket wrench to remove the headlamp tin housing around the triple trees. If you have passing lamps, they'll have to come off as well. If you're running passing lamps, remove the on/off switch and save it for the reinstall.

Using your socket wrench, install the two halves of the chrome Nacelle (one half has a center seam that fits over the other half). Reinstall your passing lamps if you have them and use the allen wrench to install the chrome housing that fits over the handlebar clamps for that complete nostalgic look.

Wire in the new plug for your headlamp (all the wires are color-coded for easy installation), and if you have passing lamps you'll need to drill a hole in the back plate of the Nacelle for the on/off switch where you can reach it while riding. *Note:* For the sake of your gas tank, remember to check tank clearance prior to drilling the hole for the switch! Reinstall the simple screw-on passing lamp on/off switch. Lastly, install the new plug-in headlight and assembly. Adjust the set screws for proper visibility and install the classy new chrome trim ring. Also remember that Loc-Tite is your best friend.

If you feel uncomfortable doing this switch yourself, your friendly neighborhood Harley-Davidson dealer will be happy to give you a little instant nostalgia. Next time we'll show you how Harley's Dual Exhaust setup, some nostalgic footboards, and a few choice covers here and there can completely transform your ride.

—Phantom Dave

Sources

DOWNTOWN HARLEY-DAVIDSON OF SEATTLE
(206) 722-8457
www.downtownharley.com

HARLEY-DAVIDSON MOTOR COMPANY
(to find the dealer nearest you call)
1-800-443-2153
www.harley-davidson.com

Photos: Bruce Carroll

Photo: John Morgan

Power Commander II
DynoJet's Programmable Fuel Injection Module

DynoJet Research has come up with a solution to many of the problems riders of fuel-injected motorcycles have had to deal with for years. Until now, riders of bikes bearing factory fuel-injection units were destined for moderation in modification. Factory fuel-injection systems were just not cutting the mustard when it came to high-performance applications because the fuel delivery systems were at best too lean.

Well, emissions, ridability, economy, and high performance have just been brought together in one neat little package called the Power Commander II.

Power Commander II is a technological breakthrough for bikes with original equipment fuel injection and the perfect tuning tool for dialing in a specific fuel and ignition curves. Each unit is supplied with a map designed to improve performance over stock. In addition, several maps for alternate tuning packages are included on disk and can be downloaded into the Power Commander II module via a PC.

The kit includes an IBM compatible link cable and the software package that will allow you to fully map the fuel and ignition curves on your own computer. If you don't have access to a PC don't worry, the fuel curve can be adjusted using three touch buttons on the faceplate.

The Power Commander II is a plug-in unit with OEM connectors. It requires no modifications and no permanent changes are made to your bike. Installation takes about five minutes and the unit can easily be removed at any time. It's lightweight, compact, and sealed for durability and reliability.

Fuel and ignition curves can be fine-tuned in seconds, with the bike running, using the LED display on the faceplate of the module. You can achieve a crisper throttle response, increased horsepower, and optimum fuel consumption.

The Power Commander II is a simple bolt-on that offers enormous gains in both performance and economy. For more information see your local dealer or call K&N Engineering, Inc. at (909) 684-9762.

—John Morgan

Pictured above: The Power Commander II by DynoJet Research comes with detailed instructions, module with wiring harness, computer download cable, and complete software package to change fuel and ignition curves.

HAS ANYONE SEEN THE STEROIDS WE CONFISCATED IN THE BUST LAST WEEK?
EXIT
KACHKAN

"#@!$%# you! Delivery on my new ride is nine months away ... then I'm gonna ride it for SOME TIME! Got it, punk?"

ReadersRides

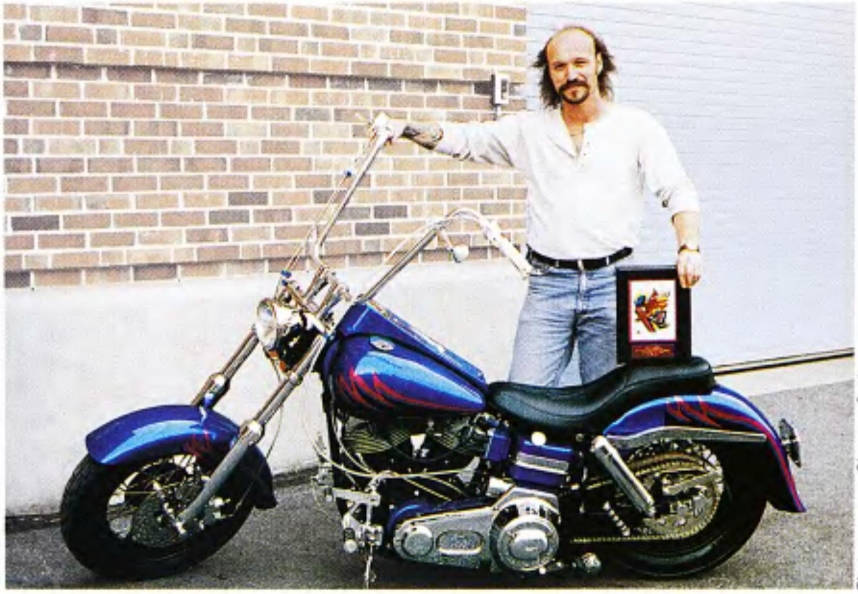
Paul Wilson/Rob Starsoneck
Linthicum, Maryland
1974 FL/1971 FLH

You might never know the quality of your talents until the world sees your work and tells you that it's better than you think. I was asked to play the piano at a party one time, so I gave it a try. And ya know what ... I have no talent for piano! Everybody told me so! Such is the case in this two-for-one story.

Paul's Blue '74 FL was a much ridden, tattered ex-police bike. Paul asked for a little help and advice from Earl Laurie, Rob Starsoneck, and Mike Poe, buddies who had built their own bikes already. This happy trio dug right in. Much of the work was patterned after things Rob had done to his bike (the emerald green and white 1971 FLH), such as lowering the frame, stretching the swingarm, and hiding all the wiring inside the frame. Mike did much of the sheet fabrication and

took care of the top end, Earl laid down the blue House of Kolor paint (Earl also painted Rob's bike, the emerald green and white bike pictured), and Rob did the frame work, electrics, and airbrushed the beautiful redheaded poster girl graphics. He also did the blond cutie on his own bike.

These three did such a bang up job that they opened up their own bike shop in Linthicum, Maryland, called Slammer Cycle (410-850-9044). I wish you could see the intricate airbrush work on these bikes by Rob. He rendered sexy Vargas-style pin-up girls between the gas tanks of each bike. Very sexy, we might add. Both bikes are great, and Rob's artistic talent is deserving of more than a mere mention in this story. He didn't say it, so I did. Hmm ... I wonder if I can do airbrush work. —*Trash*



Photos: owners, Slammer Cycle

ReadersRides

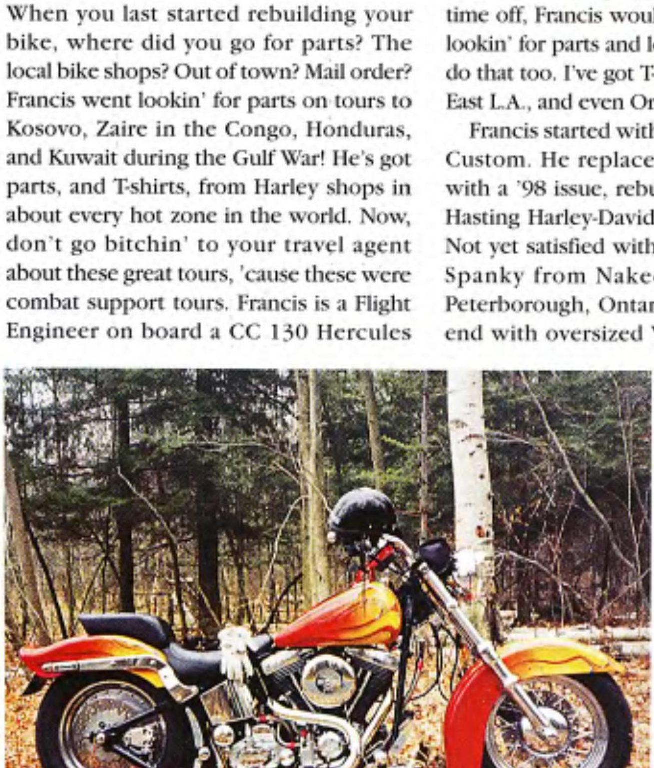
Francis Levesque
Trenton, Ontario, Canada
1986 FXST Softail Custom

When you last started rebuilding your bike, where did you go for parts? The local bike shops? Out of town? Mail order? Francis went lookin' for parts on tours to Kosovo, Zaire in the Congo, Honduras, and Kuwait during the Gulf War! He's got parts, and T-shirts, from Harley shops in about every hot zone in the world. Now, don't go bitchin' to your travel agent about these great tours, 'cause these were combat support tours. Francis is a Flight Engineer on board a CC 130 Hercules heavy-lift combat support aircraft, and his "tours" were happily provided by the Canadian Air Force, doing their part for these NATO peacekeeping missions. During his time off, Francis would hit the bike shops lookin' for parts and local Harley T-shirts. I do that too. I've got T-shirts from Burbank, East L.A., and even Orange County!

Francis started with a 1986 FXST Softail Custom. He replaced the stock engine with a '98 issue, rebuilt by Wes Fraser of Hasting Harley-Davidson in Trenton, N.J. Not yet satisfied with the engine, he had Spanky from Naked Roar Engines in Peterborough, Ontario, beef up the top end with oversized Wiseco pistons and shaved heads. Next came a Crane single fire HI-4 ignition system, a 5-speed tranny with all Andrews gears, and a modified Harley-Davidson clutch.

He kept the '86 FXST frame, but installed a lowering kit, forward controls, a wide-glide front end, fatbob tanks, GMA rear brakes, R&B Racing 2-into-1 pipes, and a LePera seat. All the oil and fuel lines are custom made and flex covered. The paint is the work of Kid Custom Paint from Trenton.

The stress of bike building can take its toll. Fortunately, Francis gets to take his "tours" to relax and hunt for T-shirts and parts. *—Trash*



Photos: from owner

John McCauley
Canton, Ohio
1970 XLCH

In his own words, John (aka Buzzard Bait) sez: "I hope my nuthin' fancy Sporty makes it to the pages of yer rag. If so, thanks to Tom Skelton of Canton Cycle Specialties for not killin' me while he built my motor an' put up with my shit!"

Well now, how can we ignore a bike that comes with such a glowing introduction? John (the Buz) goes on to say that he has had this bike since 1979, and has done four complete from-the-ground-up rebuilds. He did this particular rebuild after a stupid mother-floggin' cop-socker in a Cadillac totally wiped him out. The spec sheet on this Sporty is long and detailed, so I'll hit just a few highlights.

Tom Skelton built and balanced the motor, installed an S&S carb with a Thunderjet, S&S rods, Wiseco 12:1 pistons,

and an Andrews "X" grind cam. Tom put in a Crane HI-4 single-fire ignition, Manley valves and springs, and ported, polished, and flowed the heads on Al Phout's Flowmaster (125 C.F.M. in case you're interested). Tom also did the tranny with all Andrews gears. Danny Blood did the welding, including the welded-on hardtail section. The Buz mounted the (quote) "pain-in-the-ass-to-mount spun aluminum oil tank and the skull pushrod gizmos" (unquote).

The 2-inch over forks are from Forks by Frank. Ralph Shultz and Buzzard Bait did the molding, and Russ Moughler did the Ford Laser red paint job using three-part Delkron paint. The lower legs, motor, cam, kicker, primary cover, and all the mounts are powdercoated. By the way, the spec sheet is two pages long, and I've listed only about a third of it. Buzzard Bait sez it's a "nuthin' fancy Sporty." Fine. Now, get on your pedestal, your public awaits! *—Trash*

Photos: Buzzard Bait

ReadersRides

DeJay Monson
Craig, Nebraska
1942 45-inch Solo Military

So, you want to join in the "more dedicated to Harley than thou" competition? Ya best read about your competition first. Enter DeJay Monson and his 1942 45-inch Solo. "So what, lots of people have 'em." You say? Maybe, but lots of people didn't build their bike after suffering two strokes! "The second stroke took my memory banks, so I had to learn to do many things all over again," DeJay says. Given the "Old Girl" as a basket case by David Cooper, a friend from Washington, DeJay has relied on the skills of Harley-Davidson Sales in Columbus, Nebraska for its restoration. And they relied on parts gathering skills of DeJay for authentic parts. For 16 months DeJay made the 150-mile weekly round trip from Craig to Columbus to help the

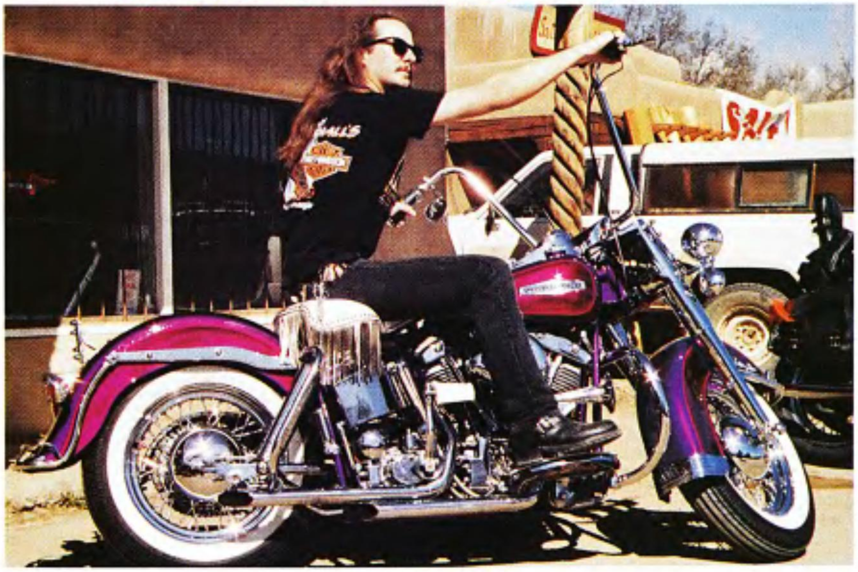
Photos: owner

mechanics and deliver parts. Carl, a Harley mechanic at Jackson Cycle in Craig, helped DeJay from his wheelchair, having lost his legs on a hog back in '81. Moral and financial support came from Dana, DeJay's wife. Ill health prevents DeJay from being able to buy life insurance, so he sees this beautifully restored bike as a legacy for his daughter, Deseray Harley, 6, and his son, Davidson James, 5.

DeJay has shown such enthusiasm for this project, that when his money ran out before the bike was finished, the good people at Harley-Davidson Sales pitched in with cash and parts to finish it up! Then they sponsored his trip to the 1998 Easyriders Bike Show in Chicago. DeJay said that he was really depressed when he saw the other bikes there. They were all glitzy with fancy paint jobs, and his was a dull looking Olive Drab. Cool! DeJay took First Place in the Antique Class, for which he thanks Jesus and the judges' good eye for authenticity. —*Trash*

Joe Garcia
Espanola, New Mexico
1980 Shovelhead

The observational talents of the ever vigilant crew of the OSHIT (Organization for the Study of Harley Innovation and Tricks) group, the famous traveling technology hounds, are legend. Who hasn't heard of their uncanny ability to spot something new or trick on bikes the world over? From the incredible color changing paint scheme on the bike of Charlie "Clutch" Rider, whose bike changes from basic black for normal riding, to ultraviolet (which is invisible) when a cop's red light strikes its micro sensor, to the hand-stitched waterproof worm skin seat cover on "Night Crawler," the bike built by the good people of Bass Lake as a tribute to the good ol' days. Frankie Simons and Cathy Cordeira of Third Eye Photography travel the nation's highways in search of beautiful Harleys. A bike discovered by Third Eye graces the glossy pages of our March issue, and I lay before you now their latest find for your viewing pleasure. Third Eye proudly presents this 1980 Shovel built by the talented Joe Garcia of Española, New Mexico. Joe is 25 years old, built the bike himself, and painted it outside in his back yard. That's what I call showin' some class. *—Trash*



Photos: Third Eye Photography

RIDE INTO THE NEXT MILLENNIUM
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Harley-Davidson 2000 Dyna Glide Sport FXDX

MORE THRILLS, MORE FUN

Last year, in an effort to lure the performance-minded rider to throw a leg over a Harley-Davidson, the Motor Company unleashed the Dyna Super Glide Sport. The agile and understated FXDX was offered in three colors and was powered by a blacked-out, rubber-mounted Twin Cam 88 engine. High ground clearance and a deraked narrow glide front end made this bike an instant success with the public, and the star of the H-D Dyna Glide line.

For its second year of production, the 2000 FXDX ventures a bit further into the world of performance riding. This time, the Twin Cam 88 engine receives freer-flowing, ceramic-coated exhaust pipes (49 states only). The bike also offers a bunch more goodies that are guaranteed to scratch your itch for strong acceleration, nimble handling, and insane lean angles. All right, before you overdose on lame adjectives, let's roll up our sleeves and dig into this scoot.

The first visual clue that the Super Glide Sport is here to kick some butt, is its huge Dunlop

150/90HV 16 rear tire. Aside from the original function of providing improved grip, it looks absolutely bitchin' stuffed between the swingarm's rectangular rails. This makes us wonder how much longer it will be before the rest of the H-D lineup wears a size XL rear tire. Hmmm ...

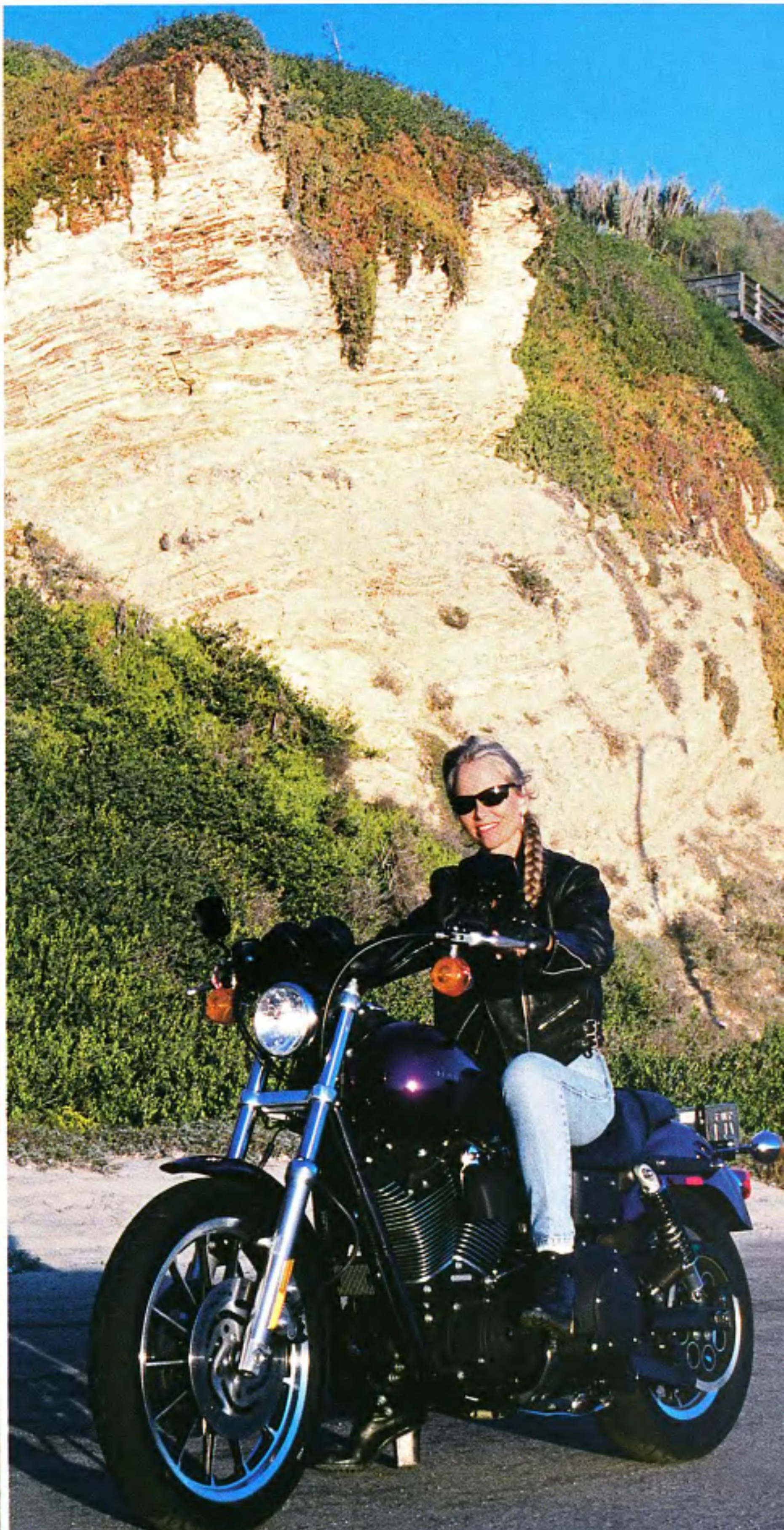
Next, check out the new forks! These puppies are fully adjustable, both in compression and rebound, thanks to the handy-dandy adjustment knobs up top and down on the lower legs. Inside the forks, you will find—should you decide to take them apart—a pair of dual-rate springs. Big deal, you say? If you think you need dual-rate springs like a hole in the head, consider this: Dual-rate springs do to motorcycle handling what the dual-blade razor did to shaving. In case this wasn't enough to keep the wheels in firm contact with the ground, the engineers at H-D elected to mount a pair of slick, polished aluminum rear shocks on the DX. They also have adjustable rebound damping and feature blacked-out, dual-rate springs, with externally adjustable preload.

To bring this rig to a safe stop, Harley used three of its brand-new disc brakes, featuring dual-action, 4-piston, fixed calipers and patented, Uniform Expansion Rotors, a fancy name for solid discs with cool cutouts. No matter what you call 'em, these new brakes rule. We discovered that first hand when we rode the Road King Classic for last month's *Easyriders* road test. Now, take the same brakes, put them on a lighter bike, and you'll experience some serious negative Gs. Yeeooww! Let me pop my eyeballs back in place! I have to admit that being able to stop on demand makes riding the FXDX a big wad o' fun. For the sake of "testing the brakes," I started braking later, and later, when coming to an intersection or before entering a curve. Hey, it's just as much fun as gunning the engine out of a turn. And what a great feeling of control. Wait a minute ... have you ever heard, or read, this about a showroom-stock Harley-Davidson? Looks like the guys at Juneau Avenue have been listening to the riders lately and are

doing a much better job of answering their needs. Now if we just keep bitchin', they may make their motorcycles lighter next year.

Speaking of which, we noticed that despite the fact that the FXDX is no ballerina—tipping the scales at 619 pounds—it feels very nimble and provides loads of frothy fun on twisty roads. If you play long enough with the suspension's multiple settings, you'll eventually find the one that allow you, and the bike, to express yourselves at your full canyon-carving potential.

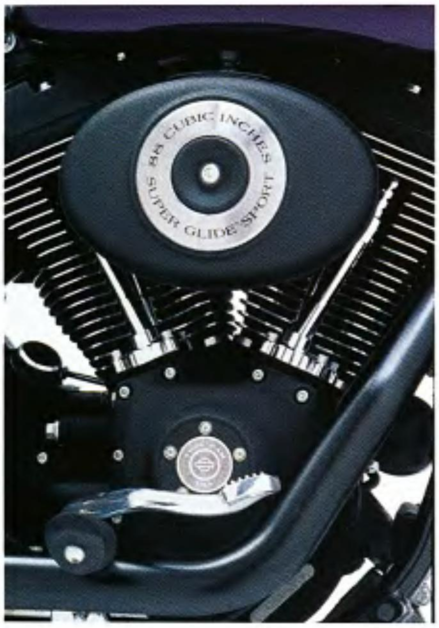
Are there any down sides to this bike? Just head out to the freeway, and you'll soon find out. Although the straight riding position is designed to



give the rider optimum feel and control over the motorcycle on tortuous courses, it also puts a lot of pressure on your chest and arms at high speeds. The lack of highway pegs to provide an alternate foot position, and the seat's ultra-thin padding aren't helping things either. But then again, nobody's trying to pass the Super Glide Sport off as a great touring bike.

At $13,690, the 2000 FXDX went up about $700 over last year, but you also get a whole lot more bike for your money. If you want to know if a Super Glide Sport is the right bike for you, arrange a test ride with your Harley-Davidson dealer—you may be in for a surprise.

—Lafayette



Manufacturer: ....Harley-Davidson
Year/model: ....2000 FXDX Dyna Glide Sport

Dimensions
Length: ....91.4 inches
Seat height ....27.25 inches
Ground clearance: ....5.9 inches
Rake: ....28 degrees
Trail: ....4.1 inches
Wheelbase: ....63.2 inches
Fuel capacity: ....4.9 gallon (includes reserve)
Oil capacity: ....3 quarts
Dry weight :..................619 pounds

Performance
City: ....42 mpg
Highway: ....50 mpg
Braking (maximum load): ......155 ft. at 60 mph

Engine
Year/model: ....2000 Twin Cam 88 vibration isolation-mounted
Bore x stroke: ....3.75 x 4.0
Displacement: ....88 cubic inches
Torque: ....82ft.-lbs. @3500 rpm
Compression ratio: ....8.9 :1
Exhaust system: ....black staggered shorty duals
Air cleaner: oval, spun aluminum insert

Transmission
Primary drive: ......double-row chain
Gear ratios: .1st: 10.11, 2nd: 6.958, 3rd: 4.953, 4th: 3.862, 5th: 3.15

Electrics
Battery: ....sealed 12-volt, 20 amp-hour, 275cca
Charging: ....32-amp alternator with solid-state regulator
Starting: ....1.2 kw electric with Bendix-type engagement
Headlamp: ...quartz halogen 55-watt low beam, 60-watt high beam
Turn signals: ....self-cancelling

Suspension travel
Front: ....6.1 inches
Rear: ....4.3 inches

Lean Angle
Right: ....33.5 degrees
Left: ....34.5 degrees

Frame
Type: ..mild steel, rectangular section backbone with twin downtubes
Shocks: .....polished aluminum with adjustable rebound damping; blacked-out, dual-rate springs with externally adjustable preload

Accessories
Handlebars: ....Flat "XR" style, 31.5 in. wide, black
Pegs: ....rubber-isolated
Instruments: ..electronic speedometer with odometer and resettable tripmeter, tachometer, fuel gauge

Forks
Type: ....39mm, polished aluminum fork triple clamp, adjustable compression and rebounding damping
Springs: ....dual-rate with externally adjustable preload

Wheels

Front
Type: ..13-spoke black painted cast aluminum alloy [laced option]
Size: 19-inch
Tire: ....Dunlop K591/10090V
Brake: ....dual-disc, 4-piston; rotor (dia. x width): 11.5 in. x .20
Tire: 100/90V-19

Rear
Type: ..13-spoke black painted cast aluminum alloy [laced option]
Size: 16-inch
Tire: ....Dunlop K591/150/90HV
Brake: ....4-piston caliper; rotor (dia. x width): 11.5 in. x .23

Colors: ....Vivid Black, Diamond Ice Pearl, Aztec Orange Pearl, Cobalt Blue Pearl, New Luxury Rich Red, New Cobalt Blue
Warranty: ....12 months (unlimited mileage)
Photos: ....Markus Cuff

"Oh, her—that's Butch's main sniff."

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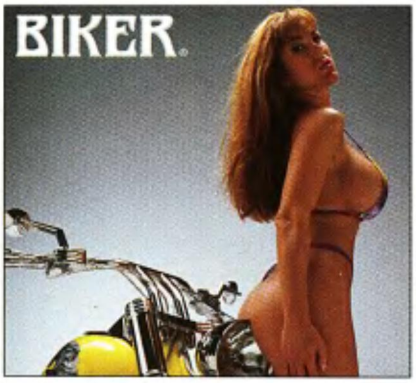
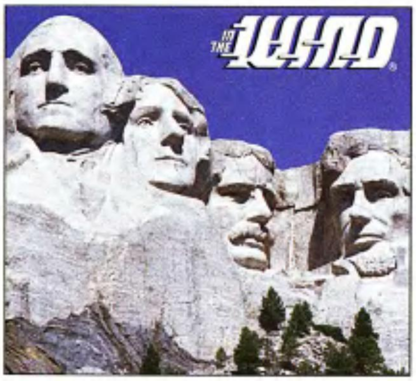
ComingAtYa

Burn rubber into the New Year *Easyriders*-style with our annual 32-page "Best Bikes" extravaganza featuring every scoot featured in 1999 from all our bike magazines. We'll also get rowdy at the Redwood Run and wrap our eyeballs around the curvaceous Carolina cuties at the Pure Gold Fox Search. Meet ridin' celeb, Arizona Diamondbacks' pitcher Greg Swindell, and also encounter the Geezer From Hell. You'll get a lesson in Biker Valentine's hearts and flowers, meet a two-wheeled sculptor, and get down and nasty with the Marshall Tucker Band. Don't miss the February 2000 issue of *Easyriders* (#320) ... guaranteed to be more fun than being beaten with a dozen long-stemmed roses. Yeow!

On sale December 28

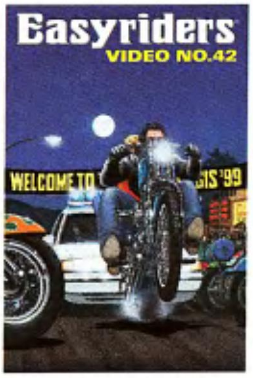


More fun than a headlight up your ass, it's *Biker's* January 2000 issue. So get ready to party, bros, 'cause we're ringin' in the new century with more naked babes and bad-ass bikes than ever! *On sale Dec. 2*



The March issue of *Wind* (#98) features a full-blown retrospective of the Sturgis Rally & Races, plus a look back at all the action of the '99 Easyriders Rock-N-Blues and Rodeo Tour. Grab it. *On sale Dec. 9*

Unbelievable customs, rare antiques, exclusive products, and the most exotic destinations ... all that and more await you in the pages of VQ, the magazine for the cycle connoisseur. *On sale now*



Get ready for Sturgis Madness! What did you do for your summer vacation? We rode to Sturgis! Along the way we stopped in to Butte, Montana, for the Dumas Brothel Run. Also, in this issue, New Mexico's Red River Run and Rip's BAD Ride. Easyriders Video #42 is one mind-melting joy ride of doom! *On sale now! To order call (800) 647-6246.*

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